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Training in Georgia's Woods

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Comment

Over the past year, Customs has made significant improvements in its enforcement mission and recently added many new positions to front-line enforcement as a result of centralizing administrative functions. This issue of *Customs Today* focuses on these improvements and on the assistance that has been provided.

Besides adding more personnel to front-line enforcement, we have also expanded our enforcement fleet to better enable us to catch drug smugglers. Through the purchase of new boats to be used for marine interdiction, and new high-performance planes to be used for aerial surveillance and tracking, Customs has greatly expanded its enforcement capability.

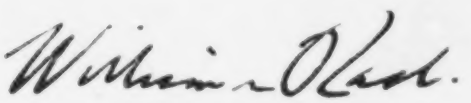
In addition, Customs has also enlisted the support of private citizens. Florida citizens who witness suspect drug smuggling activity may call an "800" hotline number (800-BE ALERT). This hotline has been a great success and was recently expanded to include Georgia and the Carolinas. Soon it will also be available to all people in the Southeast and South Central regions—from Virginia to Louisiana.

But not only are we expanding the area which is serviced by the hotline, we are expanding the scope of its use as well. The number will no longer be used just to report suspect drug smuggling; it will now be used as well to report suspect textile, steel and other commercial fraud.

Customs has received tremendous support from Law Enforcement Explorers, who are featured in this issue. U.S. Customs Explorers continue to assist Customs officers by handling many routine tasks. Explorer Post Advisors (volunteer Customs officers) talk in this issue's round-table discussion about the Explorer Program and about some of the tasks being performed by Explorers nationwide.

In the commercial area, our push to expand the use of electronic trade interfaces through ACS is just kicking into high gear. More and more businesses and groups are flocking to hook-up to our system, and we expect 1986 to be a banner year for this top Commercial Operations program.

Through the purchase of new equipment, and with the support of private citizens, Customs stands ready to fight the ever-increasing threat posed by drug smugglers and criminals of all kinds. There are now more people watching for suspect activity, and Customs now has more sophisticated equipment to meet the varied threats. This year we will be working hard to manage the Service within the tightened budgets mandated by the Gramm-Rudman-Hollings legislation. To accomplish our goals we will need to rely on intangibles like hard work and dedication. But if 1985 was any measure of the extent of these qualities in Customs officers, I look forward to an even greater year in 1986.



William von Raab
U.S. Commissioner of Customs

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The Secretary of the Treasury has determined that the publication of this periodical is necessary in the transaction of the public business required by law of the U.S. Customs Service.

COMMISSIONER'S ROUND TABLE: CUSTOMS' EXPLORERS PROGRAM

In this Commissioner's Round Table participants discussed Customs' Explorers Program, in which young people across the country assist Customs with its law enforcement responsibilities and gain valuable work experience as well. Participants, besides Explorer Program Manager Jim Shackett from Headquarters, included: Southwest Regional Program Coordinator Victor Oliver, an Inspector from Laredo; Program Advisor Randy Carter, a Special Agent from Jacksonville, Fla.; Program Advisor Don Grattan, a Special Agent from New York, N.Y.; Victoria Guevara, a Program Advisor and Operational Analyst from El Paso, Tex.; Program Advisor Elroy Panoke, an Inspector from Honolulu, Hawaii; Program Advisor Nancy Tierney, a Special Agent from New Orleans, La.; Inspector Jerry Pineda, a Program Advisor from St. Louis, Mo.; Greg Rogers, a Patrol Officer and Program Advisor from Miami, Fla.; and New York Assistant Regional Commissioner (Enforcement) Ferdinand Galozzi, the Regional Program Coordinator.

Commissioner:

We have had these sessions with different types of Customs officers, on different topics. Basically, it is just a free-wheeling discussion to exchange views and information, in this case, about the Explorers Program.

I think what I would like to do is to get some thoughts from our award winner, Elroy Panoke, (who received an award for his work with Explorer Post 401 in Honolulu at the Commissioner's annual Awards Program in Washington, D.C., last fall). How is the program going?

Panoke:

Well, I can only speak for my post, our district, as far as the support in the Pacific Region. Of course you know that Regional Commissioner Villanueva is one of our strong supporters, and to me it has been a success within the Pacific Region.

Elroy Panoke

Secondly, we have had support from our district director right down to the lower managerial staff. Of course, the advisors themselves must have a full commitment to this program, because it takes a lot of time, effort and a lot of sacrifice on their part to work with these young adults, in trying to meet their desires and their needs. And, of course, we must have programs that are of interest to them, to keep them in the program.

Commissioner:

And who should develop those programs? I mean, should they be developed at the post itself, or should Headquarters be providing more information or more ideas for programs?

Panoke:

I think it is incumbent upon the post itself to develop the program. Once you have established that, then you can turn to the district directors up and down the region, to get the support. But you must prove yourself, you must be able to stand on your own two feet, before this program can be successful.

Commissioner:

You have been at it the longest?

Oliver:

Yes, sir.

Commissioner:

How is it going?

Oliver:

It is going better than ever. You know, the first year we did have problems, but it is going so well now we had to close membership. We have a waiting list.

Commissioner:

Now, what does that mean? How big are you allowing it to be?

Oliver:

Ours has 49 active members. And we want to have more than 36, but when we recruited, this is what we ended up with. We had up to 52, and now we have 49 active.

Commissioner:

So, you are keeping it just around 50? Why is that a magic number?

Oliver:

We have three advisors and that is all we can really handle.

Commissioner:

And what kind of activities are the Explorers undertaking in Laredo?

Oliver:

We have a work-along program, working with import specialists, working at the Laredo Headquarters building, working at the ports of entry.

Commissioner:

What are they doing at the ports of entry?

Oliver:

Primary TECS, assisting inspectors, answering telephones, taking notice of arrival of aircraft.

Commissioner:

Do the inspectors appreciate this assistance they are getting.

Oliver:

At first there was some apprehension, but now they ask for the Explorers.

Commissioner:

They do?

Oliver:

Yes.

Commissioner:

And the apprehension was that they may not have been trained well enough, or what?

Oliver:

I don't think they understood the program. But today I actually have fellow inspectors, managers come up to me and they say, "I have a certain project, may I borrow some of your Explorers?" And I ask them what they need them for, if they need them for typing, we have some good typists; if they need them for math purposes, we have some mathematicians.

Commissioner:

It is a full-service organization?

Oliver:

Oh, yes.

Victor Oliver

Commissioner:

And the Explorers are happy to do all of those different tasks?

Oliver:

Eager; it is hard to keep them away.

Commissioner:

What about in New York? How is it going up there?

Grattan:

In New York we have a post at Kennedy Airport; it has been out there since June of '84, and there is a tentative plan that a post will be established in Newark, New Jersey. The story from the Kennedy Airport post is not positive.

Commissioner:

Is that because it is an urban center, and it just has different kinds of problems?

Grattan:

That might be a factor. We have recruited and lost 45 kids in the last year and a half. We have a very clear and defined format for recruiting through the high schools, using the Boy Scouts and surveys of interest . . .

Commissioner:

And you lost them because they lost interest?

Grattan:

They lost interest, and we are also competing with other activities in their lives, sports, which is a big factor for most guys. And we had mostly female members at the post. And the final thing is that we elected to recruit from the junior and senior high school group, and our most active members have just graduated. Most of them have gone to college, but some have gone into the Marine Corps and other services.

So, when you are dealing with the juniors and seniors in high school, you are only going to have them for a projectable two years.

Commissioner:

When we set this program up, when we were thinking about it, we believed it would have its initial success, at least for Customs' purposes, along the Southwest border.

I guess, Vicky, you have seen that, to some degree.

Guevara:

It has worked out pretty good in El Paso; we have about 25 members in the chapter now. We have had them working our import lot. We would like to get them working on the bridges a little bit more, but we haven't been able to this past summer because of security problems.

Commissioner:

Well, you know I met with the head of Mexican customs on Monday, and we are going to try again to establish some joint efforts on the border. You might want to consider how the Explorers might be able to play a role in those activities. I don't know what they could do, but you could certainly mention that to Snyder.

Guevara:

We are hoping now, with security not being as major a concern as it was a few months ago, that we will be able to get the Explorers on the bridge on primary and secondary working with the Inspectors. Up to now we have had them in the background, the import lot where they aren't so exposed to the public.

Commissioner:

(Turning to Rogers) Well, yours is probably the hottest region, in terms of shoot 'em up enforcement.

What are the Explorers doing there? And what do they like to do best?

Rogers:

They work the 800 Hotline, telephone answering. They like that the least, sitting in those rooms for four hours, answering the phone.

Ferdie Gallozzi

As of the 19th of this month, we have a scheduled training for CET team operations. In the Southeast Region, we have more things to do than we have Explorers. We have 100 percent cooperation with everyone, but I need to recruit more Explorers. But when I go out recruiting Explorers, it means part of the enforcement operation is down.

And just like when you hire Customs officers today, it takes months to train them before they are usable; it is the same with the Explorers. If I get 10 Explorers today, they won't be able to do anything for about five months while they are getting trained.

Commissioner:

Is it easy to recruit an Explorer?

Tierney:

No; we started our post in April, and we have about 22 active members now. Most of them were recruited by the Boy Scouts of America through career interest service. You lose a lot and you may get 20 and go down to 10 Explorers, but they bring friends and neighbors and they kind of recruit each other.

That's what I found at my post. I don't even have to go out myself and actively recruit.

Commissioner:

What about Miami? Once you identify a young man or a young woman, are there chances that they will become an Explorer?

Rogers:

We have a lot of recruits, but out of 42 we end up with about 7, by the time we finish our background investigations and things like that, due to the Miami experience, I guess you would call it. There is a lot of involvement in drugs there, drugs seem to be a way of life that a lot of the children . . .

Commissioner:

So, you sometimes run across people who have been involved with drugs?

Rogers:

Yes, sir, there is substantial gang activity in the Miami area.

Commissioner:

Any problems with sort of "bad guys" trying to get into the Explorer program, in an effort to work from within?

Rogers:

Well, we recognize some people that have had pretty bad pasts. In Miami there are 27 local police Explorer posts and five county Explorer posts, all involved in law enforcement; some have anti-juvenile deliquency programs. So they send their Explorers there, and if they work out after a few years, they will take them into other programs.

We are just new, we just started January of '85.

Commissioner:

What about in Jacksonville? Are you having the same sort of experience as Miami, or is it different?

Carter:

We do not have a recruitment problem. Customs inherited a joint Explorer group that was sponsored by DEA, FBI, ATF.

Commissioner:

I never heard of that before.

Carter:

Yes sir, it was very good on paper, but all special agents of one type or another, their jobs had to take precedence, and the attrition was terrible.

Customs picked it up in September, and the first night we had 72 youngsters show up. We have currently on the roll 53 with 49 also participating on outings that we do.

Since we are so new, most of our time is spent on training.

Commissioner:

What is a typical outing? What do you do?

Carter:

Today is their first teachers' planning day, in Duvall County, and they are in Glynco. I had my associate advisor take them up there.

Commissioner:

They are seeing the facility at Glynco?

Carter:

Yes, sir, it is a walk-through, a demonstration at the firing range, physical specialty, and what have you. We have an aggressive leadership of the Explorers; our median age is running at 15, and our president is a 15-year old female. And our population ranks 68 percent female.

Commissioner:

Is St. Louis similar? I know it doesn't have the land border, or such.

Pineda:

No, it is much different than what he has. We started in mid-September.

Commissioner:

I am curious. Why did you start, because you read something, or because the district director suggested you start it?

Pineda:

Well, the district director put out a letter asking for advisors, they wanted to start a new post, whoever was interested—that sort of thing. I looked at it and I liked the idea, so I went ahead and volunteered for an advisor position.

No one else knew what it was all about, so with that in mind, we initiated the First Nighter. We sent out 180 letters. And then we sent out a follow-up letter to various people. And we had only something like—at the most 20 people, including the parents, show up at our First Nighter. All of our inspectors were there, about 11 Inspectors, plus the senior Inspector—everyone was enthusiastic, everyone wanted to do it.

And as we got it rolling, then they started filtering off. Unfortunately, that is still a problem now, but basically it is because they did not understand the program. So, by being here, I should learn how to educate them, as far as what is expected of them.

Commissioner:

Were my statements and my speech helpful to Explorers?

Shackett:

They were all going to get up and cheer.

Randy Carter

Commissioner:

It is a new program and any new program necessarily takes some time to get in place.

Do any others of you—have you taken your Explorers on an outing? I am just curious what kind of things you have done. What are the most extreme enforcement activities that the Explorers are involved in in Miami? How far do you let them go in terms of an operation? What are your ground rules with respect to the marine patrol, for example?

Rogers:

In the marine patrol section, we have Operation Sea Spray, which combines a set of dog teams, and the Inspectors, as well marine and the airplanes. They were allowed on the boat after it was cleared of personnel, when the search was being conducted. They were allowed to undo screws—everthing except remove a panel, the panel was removed by the patrol officer, just in case they found something, we wanted the patrol officer to be the discovering official.

We have a tendency in Miami, when you really feel a boat may be loaded, to do a substantial search of the vessel, like almost take it apart. The Explorer then helps put it back together. So, he is not removing, but he is assisting and speeding the process along.

Commissioner:

I remember when I was in Miami, they were taking a boat apart, and I asked them how they found this dope on the boat. And one fellow said, "Well, I just got my search warrant."

I said, "Search warrant, you don't need a search warrant for this boat."

He said, "No, my search warrant," and he showed me this electric saw.

(Laughter)

What kind of background do you do, a police check, is that it?

Rogers:

Well, Miami is unfortunate in having gang activities, but that means that a lot of police officers are involved in finding out who is in those gangs. So, there is a gang unit and the leader of that gang unit is an Explorer advisor to Metro-Dade, so I just go over and we go through the files, seeing if any of our prospective Explorers are in the police files as being gang members.

Commissioner:

Are there ever joint activities between Explorer units of the various sponsors, like Customs with Miami-Dade, or Customs with the local police department?

Rogers:

We have a liaison Explorer. His function is to go to their meetings and he invites them to our meetings. Every time we have an outing, we invite any post, as long as they are in uniform; they must be in uniform to go with us.

We went to the Florida Association of Police Explorers Conference, and that was our first outing, for five days. We went with seven Explorers and everybody thought we had 30, because they were everywhere.

Whenever they have an activity, they invite us to go. And we make sure that at least one of our Explorers goes. So, one day when we get bigger, we will be able to attend everything with more people.

Commissioner:

What is the feeling of the Explorers and the advisors with respect to the conference that is coming up in Seattle? Do you think people are going to want to go?

Guevara:

They are very excited about it.

Carter:

They are on somewhat of a high right now in my group.

Commissioner:

Are we going to be capable of giving the kind of training necessary to compete in some of those competitions? You have been out there, haven't you?

Guevara:

Yes, sir.

Commissioner:

It is pretty tough competition; you have really got to be a pretty professional law enforcement officer to succeed in some of those. Are we going to be capable of doing that?

Guevara:

Well, I think each post will be handling its own training. I think what a lot of us are planning on doing is, if we don't have the expertise within Customs, many of us will probably be going to some of the local agencies that do have the expertise.

Commissioner:

So, you mean the local police departments could help train?

Guevara:

Yes. We ourselves have had outings with other local Explorer posts. My post had a fingerprinting booth, where we fingerprinted over 300 children. We did it with a sheriff's Explorer post, and their fingerprint expert trained all of the Explorers.

Commissioner:

What about New York? Do you think any of your people will go to this?

Grattan:

We had no one who attended the '84 conference, but we had two who wished to go, but it just didn't work out because of personal reasons on their part. We will see how our recruiting goes. People who have been there and who have been exposed to the value of the conference know that everyone would profit; if we can get kids to go, it would be desirable.

With the training, I agree with Vicky, that is the way to do it in areas that Customs traditionally doesn't involve itself in, such as vehicle traffic stops, and things that are generically police department areas. Then we will just have to get those cooperative efforts from PD's, and I am sure that we will be able to obtain them.

Commissioner:

Do you think you will be able to get any people going from Honolulu to the conference? I don't know if that is easy, or not? Wherever you go, it is far away.

Vicky Guevara

Panoke:

I have had a lot of good response, and I anticipate about 15 to 20 Explorers attending the conference. Of course, we have made it very clear, we can't walk or drive, and we must take an airplane.

But, of course, more than anything else, money is going to be a big issue. We are working on fund raisers. We have made it clear that we do want to attend. We must have a least two fund-raisers a month, up to June.

Commissioner:

What is a fund-raiser? How do you do a fund-raiser?

Panoke:

Well, we have a post officer and a committee sit down and discuss which fund-raiser we should have that would be most profitable with the least amount of work. And once they have all agreed, then we go to vendors and present to them what we need, who we are and the type of fund-raising we want to get involved in.

Commissioner:

What kind of events? I mean, are they dinners, picnics, baseball games, dances—I am just curious, what kinds of things?

Panoke:

Mainly, what we do is sell candy, sausages, those types of things.

Commissioner:

So, you sell goods that people would either give to you, or let you sell, or sell you at a low price?

Panoke:

Right. This last fund-raiser we had, we sold sausages for $1.50 each, we got 70¢ of the profit.

Commissioner:

Oh, that's good.

Panoke:

The last one we had, we made over $1,000 profit.

Commissioner:

How much does the conference cost, forgetting about the transportation which would be different for everybody, what do we estimate it is going to cost?

Oliver:

About $180.

Commissioner:

And is that a reasonable amout of money?

Oliver:

For that, yes, but the transportation is the problem.

Commissioner:

Okay, I understand that, but $180 is the cost.

Carter:

Commissioner, I might add something—at the beginning of the summer, when we were planting the seeds for the upcoming school year, our post, as a result of some of the training that we did in-house, had a mock investigation that encompassed a city-wide surveillance and a dope delivery by boat. And we followed the violators across Duvall County, which is quite a large city in itself, had a car stop and an arrest, a border search of the building, and the house that the guy went into, arr9sted him, processed all of the evidence, and completed the 151's.

And then the Special Agent In-Charge in Jacksonville, acted as the judge with his daughter's graduation gown on at the magistrate's office courtroom. And we actually tried the violators. And every Explorer dressed in their Sunday clothes, had to actually testify to what he or she saw and did during the investigation.

We came out with an extremely rewarding feedback.

Commissioner:

That's quite a project.

Carter:

It was. It took seven of our agents on off-duty time to participate. And it was one of the recruiting things for the school year. And that's the reason we had such a large feedback.

One thing that we did that the students were not aware of, we videotaped the entire surveillance. And after they testified and the violators were found guilty, we hit them with the videotape. Some testified to having seen three bales of marijuana, and they looked on the video screen and saw four bales.

Commissioner:

That's a great idea.

Is Exploring a permanent part of Customs down in Laredo? Or is it still sort of under intensive care?

Oliver:

No, it is permanent now. In fact, the managers, like I told you before, are asking for the Explorers down there.

Commissioner:

In New Orleans you have some administrative problems?

Tierney:

Our post is probably in intensive care, and if the two advisors that we have, who do all of the planning, drop out, I am afraid the whole thing might go. We desperately need advisors.

Grattan:

There is a certain element, almost a grass-roots opinion in the New York area . . .

Commissioner:

It is impossible for New York to have a grass-roots opinion.

Grattan:

The bottom line is that it is a question of longevity, and the question is that in spite of the support from you, and from management—the Regional Commissioner, the SRC's and SAC's and area directors—there is a question as to when your tenure as Commissioner comes to an end, will there, in fact, be longevity to the program?

Commissioner:

Well, I think that Vic made a good point, and that is that we can keep these programs in intensive care for a while, but unless they finally catch on on their own, there is no point.

The same thing with the law enforcement program. How long I will be around is up to Ronald Reagan and this Administration. My feeling is that I will certainly be around long enough to allow a number of these posts to establish themselves, as some already have, certainly in El Paso, Laredo and Honolulu and Jacksonville—I wasn't aware of the degree to which that had developed. And Miami, of course, is starting to get going. And if we free New Orleans of some of the administrative problems, that will get going.

Greg Rogers

Tierney:

We don't have that many.

Commissioner:

They, I hope, will then engender other posts. And it may turn out that in certain parts of the country, certain conditions may not be right for it.

So, I would hope that the success of the program is not a function of me, personally. I can get up and give speeches, and we can hold sessions like this, and we can promote it in *Customs Today*, but any program is only going to be as good as its ability to sustain itself. But I will keep plugging away at it, because this is the only way you can get something started.

Gallozzi:

This (Exploring) is a resource that pays off in so many ways. Perhaps the Regional Commissioners can be encouraged just how to use these resources.

Commissioner:

Well, certainly (Regional Commissioner) Villanueva found that out when he was in the LAPD, and they used the Explorers for a lot of things. And it looks like we are starting to do that now.

In this Operation Blue Lightning which we have established in the Florida area, I believe there is great potential for the Explorers help—and I think that is being borne out.

Rogers:

Well, we didn't know that we were accepted as well as we were. We went from nobody asking us to do anything—we were bugging them to let us work. And then out of nowhere the calls started coming in—"Are you going to have Explorers down to help us do a boat this weekend? We are pulling a boat out; we don't have people to clean it, can you help us out?"

Commissioner:

Are there any issues that you want to discuss, that we haven't discussed?

Tierney:

One of the things we are all concerned about is whether we are considered to be on official duty status when working after hours. And I don't mean going on a camping trip over the weekend, and not only having them out at the airport, or assisting in a vessel search, but also the training that goes into it, when the training may be away from an official Customs' duty port, or office.

Commissioner:

Were any of the lawyers able to resolve that over the past couple of days?

Tierney:

They raised more questions in our minds about this. Some of the people from other regions have mentioned that they were receiving comp time. In our region we were considered volunteers. And what we would like to see is something come down from Headquarters that is uniform for all regions.

Commissioner:

I will do whatever you want me to do, if I can do it under the law. You know, there is a set of rules out there that we don't control; within those rules I will give you whatever flexibility you need.

Oliver:

Well, the Explorers are covered, we are not. There is a really strange situation in the training, where they are giving their time learning about the operation of Customs . . .

Commissioner:

What do we have to do, put it in your job description, or something? Jim, is this all resolvable.

Shackett:

It is resolvable. I think that if there is a standard policy that comes out of Headquarters that places the advisors in a compensatory time status while they are performing these functions in training, or within the scope of the program, that will resolve the issue.

Most of the advisors aren't interested in the time, they are interested in being covered.

Commissioner:

Yes, I understand that, and when will we get that out?

Shackett:

I am going to talk with Stuart Seidel of the Chief Counsel's office. We have already made arrangements to try to have these issues worked out informally, and if everybody agrees, we will ask for a formal opinion.

Commissioner:

What people would like, if they can, is to have this be regarded as comp time?

Carter:

I, as an agent, would have to keep my normal hours flowing, and this has to be in addition to those. But if I am at an Explorer function, training function, whether it be at the office, or down at the port, what happens if I should fall down on my face and . . .

Commissioner:

I've got you.

Carter:

Comp time is not really an issue with me.

Panoke:

Commissioner, in the Pacific Region a letter came down from (Regional Commissioner) Villaneuva that clearly states that all advisors and those participating in Explorer activities will get comp time. So, it should be a set policy.

Commissioner:

Any other issues?

Oliver:

Concerning training materials, the Southwest Region is very supportive in the program. We don't have any problems with managers; we don't have any problems with the region, the districts or anything. But we do have problems in obtaining training materials.

Commissioner:

Who produces the training material?

Oliver:

My idea was to be able to somehow set up a mechanism whereby we can get it from Glynco (the Federal Law Enforcement Training Center).

Jim Shackett

Commissioner:

You mean standard materials that are used to train a Customs officer?

Oliver:

Yes, sir, lesson plans, videos, firearms and ammunition.

Commissioner:

Well, I think what you should do is—and I assume you are going to do it, is to provide through Shackett sort of a description of the kinds of materials you want, and then he will, in turn, try to figure out how to get the training materials you need.

As far as guns and ammunition are concerned, we will look at that and see what we can do.

When I was in Reno giving a speech to the International Narcotics Enforcement Officers Association, I saw some very good materials on drug abuse and drug recognition. And I have asked Public Affairs to get about 500 of these kits which we will be circulating to all the law enforcement posts. I found it interesting. They had sort of material that looked like drugs; some materials that smelled like drugs; other materials that described the effects of different types of drugs and other things like that, which I think is certainly helpful.

So, we will be getting that out to you. And then find out what other training materials are needed and we will supply them.

Shackett:

One of the issues that was discussed concerns the developing of a uniform program, so that all of the posts have access to a standard material list. So that they can get the films, the lesson plans, and everyone gets the same type of basic training material from our facility at Glynco.

Commissioner:

But you usually have to start those off in two ways: developing this national program and at the same time putting some materials out there, otherwise you will spend all of your time developing the national program and you won't get any material.

So, I think we should do that.

Any other questions?

Rogers:

Because of the Boy Scouts of America, we are going to learn how to shoot a .38; in their competitions they use a Model 10, non-adjustable sight type. It might be nice to have the same thing made available, rather than destroyed at Glynco, or sold—made available to the post for them to train with.

Commissioner:

Fine. Jim will identify with that, but you all, I assume, have already, and will continue to provide him with that kind of information.

Carter:

I believe I can speak for each of the advisors, we welcome the challenge to work with these Explorers as a collateral duty. The interest and feedback we are receiving from all of our Explorers concerning the National Law Enforcement Conference in July is really good reinforcement for our efforts. With such a positive response

from the membership, we need to define the support that the Headquarters and the region have for the advisors-coordinators.

Since we talked about that the other day—we were talking about the regional coordinators. I don't know which ones here are regional coordinators—but we need an additional meeting during the year within the region.

Commissioner:

Well, I have no problem with that, but it is a regional matter. I would like to get the opinions of the Regional Commissioners. So, what I would suggest is, following this several days session, that Jim Shackett could forward me some of these issues, and I will raise them at the meeting in Williamsburg.

Grattan:

Commissioner, will there be additional summer hire programs not to exceed 1,000 hours, as we had this past summer of '85?

Commissioner:

Yes, ⅛ far as the budget is concerned, unless one of these sort of generalized deficit reduction programs passes, and that is always a possibility.

Gerardo Pineda

The Customs Service is in very good shape for this year. We are probably going to be seeing somewhere in excess of 500 new positions for Customs, over and above what we have today. And, as you know, we are hiring like mad right now.

So, I think that we are going to have a lot of flexibility to do those things.

Grattan:

One small problem that arose in our post in New York was that we had a couple of children of employees as members of our group. And they were not eligible to be considered for the summertime job program because of being dependents of an employee of Customs.

Nancy Tierney

Shackett:

That has been waived; we have an exception to that from the Treasury Department.

Commissioner:

Anything else?

Shackett:

Commissioner, one of the suggestions during the course of the meeting was that during your travels, you personally go down to see the posts.

Commissioner:

I am always agreeable to that. The only problem with doing that is getting it on my schedule and then organizing it at the district level, because I can't show up and then start to look around for Explorers.

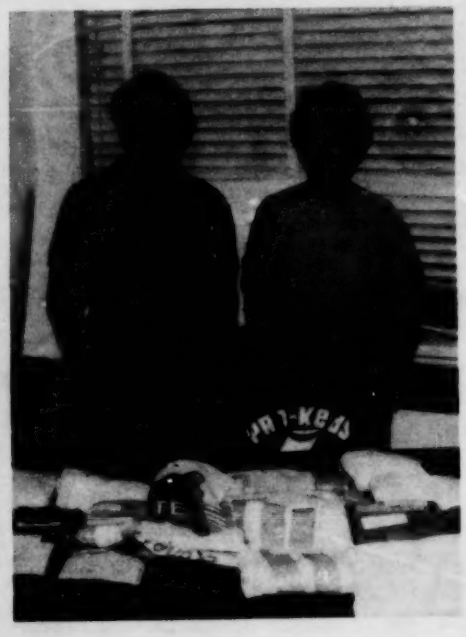
Shackett:

I understand.

Commissioner:

Well, thank you very much. Good luck.

Galveston Seizure



Customs Patrol Officers Joseph Licker (left) and Josephine Peleta stand behind 28.5 pounds of cocaine they seized in a Galveston, Tex. motel. It had been brought into the country in a ship. The seizure action also saw more than $49,000 in cash seized and resulted in two arrests. Customs received assistance from local police, Galveston County Sheriffs Department officers and Drug Enforcement Administration officers as well.

Richard M. Latham Scholarship Checks Are Presented

The first Richard M. Latham Memorial Scholarship checks are presented to two Del Rio, Tex., students by Howard Wilcox, center. Wilcox, who serves as president of the Del Rio Law Enforcement Officers Association, is a Tactical Enforcement Officer in Customs' Del Rio office. Richard M. Latham scholarship awards are presented to deserving students in honor of Inspector Richard Latham who was killed in the line of duty in January 1984 while on duty at the Del Rio border crossing station. (*Customs Today*, Winter 1984). The scholarship fund was established by Customs and other law enforcement officers in the Del Rio area to honor Latham.

Aerial Surveillance in Customs

Customs now uses P-3A aircraft such as this one as an airborne radar surveillance platform.

Aerial surveillance and protection of the U.S. borders can be traced back to 1919 when the Army Air Service organized a Border Patrol to protect the entire length of the United States-Mexico international border against raids of Pancho Villa and other Mexican bandits. The raiding and vandalism by revolutionists and bandit gangs was stopped by June 1921, and the Air Patrol, consisting of 175 officers and 85 planes, was disbanded. In the early 1930's smuggling of contraband by air increased to the point that a small unit of the Bureau of Customs, equipped with confiscated airplanes was put in operation on the Mexican border. Thirty-five airplanes were seized for penalties or forfeiture during 1932. Smuggling by aircraft is, therefore, not a new method, but the modern-day criminal has certainly progressed well beyond the use of such vintage machines.

During the latter half of the Sixties, intelligence indicated that smuggling had again turned to light, private aircraft as a means of border penetration. Intelligence sources reported that major smuggling routes by aircraft had been established along the entire southern border of the United States. These routes, which extended from San Diego, Calif. to Brownsville, Tex., and further to New Orleans, La., and Miami, Fla., were being utilized to smuggle millions of dollars of contraband into the United States. In response to the escalating level of smuggling by private aircraft across the nation's border, especially the southern border, the Congress, in 1969, authorized the establishment of a Customs Air Interdiction Program.

Customs acquired an inventory of assorted light aircraft. These were used to conduct surveillance, but were relatively ineffective when applied to the problems of detection, interception and tracking of smuggler aircraft penetrating the southern border. These Customs aircraft were equipped with only standard commercial navigation and communications equipment. They had no devices or systems to enable acquisition or tracking of suspect aircraft, and due to speed and other limitations, they could compete only against the slower small aircraft. Because of these limitations, the Customs Air Program was not an interdiction program, but rather a support program to assist vehicular smuggling cases such as aerial surveillance of vehicle convoys, covering "buy situations" or surveillance of remote or isolated narcotics violator residences, distribution or storage locations.

In early 1973, the Customs Service acquired eight military aircraft on a long-term loan. Four aircraft were Navy S-2's—twin-engine, reciprocating powered patrol planes with radar and infrared sensor systems. These aircraft were slow speed, medium endurance (six hours), high maintenance cost and had been subjected to salt water corrosion. The other four aircraft were U.S. Army OV-IC "Mohawks"—twin-engine turboprop aircraft which had been used as observation and aerial photography aircraft in Viet Nam.

They were medium speed aircraft retrofitted with prototype high maintenance forward looking infrared sensor systems (FLIR). These aircraft plus a number of aircraft acquired through forfeiture proceedings formed the nucleus for tactical interdiction units (TIU) at Miami, Corpus Christi, Tucson and San Diego. The aircraft themselves did not have an effective target acquisition and intercept capability and thus were limited to a tracking mode which relied on detection data from another source. The few air smuggling apprehensions made during this time resulted principally from prior intelligence, information, cooperation and/or participating informants or covert electronic tracking devices installed pursuant to court orders.

In July 1973, the Drug Enforcement Administration (DEA) was created and officially assumed investigative authority for narcotics. Subsequently, the Air Interdiction Program became a major responsibility of the Customs Patrol Division. All field Air Program personnel came under the control of the various Regional Commissioners and Regional Directors of Patrol. In the fall of 1974, the air interdiction effort evolved officially into an Air Support Program and grew to encompass a larger border area.

On September 20, 1975, the U.S. Customs Service launched Operation STAR TREK, an intensified day and night, air/sea interdiction operation along the southwestern borders of the United States and the coastal waters of California. This was a short term operation which combined a limited sorting system consisting of prior information, electronic tagging devices and a violator profile. The operation represented a first step toward the development of a viable air interdiction system. Because of the extensive publicity which followed, outlining the entire operation in fine detail, air smugglers quickly changed their profiles/routes to the non-radar environment and resumed their smuggling operations with renewed vigor.

In March of 1976, Customs took delivery of its first sensor equipped, high performance (HPA) jet aircraft and assigned it to the Tucson, Ariz., Air Support Branch. The aircraft, a Cessna Citation I, was equipped with both FLIR and airborne surveillance/target acquisition radar as well

as state-of-the-art global navigation and communications systems. In addition, the Citation provided the dash speed necessary to intercept targets acquired on radar and identified as possible illegal flights, as well as the ability to pursue either fast- or slow-speed aircrafts.

In 1979, two additional ASB's were established in Jacksonville, Fla., and Houston, Tex. With the addition of these two ASB's, there were a total of eight ASB's plus six satellite air detachments and two District Patrol air units.

During October 1979, the Customs Service and DEA conducted a joint intensified enforcement operation known as BOOMER/FALCON. Both of Customs' Cessna Citations were used during this operation, providing a "real world" test of the recently acquired F-16 radar-equipped Citation II. This test proved that the on-board radar could detect suspects "cold" with no prior information. In addition, the FLIR operated superbly, allowing the sensor operator on the Citation to identify the types of vehicles on the ground and to observe individuals actually off-loading aircraft.

Operation Boomer/Falcon pointed out five very important facts. First, hard narcotics were being smuggled into the United States by general aviation aircraft. Second, suspects were flying at very low altitudes, and were not seen by FAA radar. Third, the onboard sensors in Customs newest aircraft, the Cessna Citation II, were highly effective and largely responsible for the seizures. Fourth, the importance of close cooperation with other agencies (DEA, FAA and the military) was clearly illustrated. Fifth, the operation results (arrests and seizures) indicated that the movement of narcotic contraband throughout the Caribbean area and into the United States via the Miami Region was continuing at an alarming rate.

At that time, an OMB-mandated, independent threat analysis, produced by the Standard Research Institute (SRI) for Customs for FY 79 showed Customs air interdiction results quite small against the study estimates of the air smuggling threat: one percent equated to the estimated 6,700 smuggler intrusions annually; six percent of the estimated population of 1,000 smuggler aircraft. As a result, Customs enforcement efforts in the interdiction of air smugglers was viewed as productive but minimal. Additionally, mounting Administration and Congressional interest promoted Customs initiation of an in-depth analysis of the program: its objectives, resources, problems and strategy.

The Customs interdisciplinary team of enforcement, technical and analytical experts identified the specific problems which had impact on the program (tactical, operational, political and economic). The team addressed needs for enhanced technical capability in detecting, sorting, tracking and intercepting, increased mobility and flexibility to meet changes and shifts of threat and smugglers' modes of operation.

Subsequently, management designed a viable program direction and strategy which would improve air efficiency and effectiveness—the integration of air interdiction and support functions. The strategy was dependent on the capability of detecting low-flying smuggler aircraft and directed toward achieving a significant deterrent against the air smuggling community as well as providing assistance to land and marine interdiction efforts. The detailed design (commonly called the module concept) embodied real-world strategic and tactical enforcement responses to a highly mobile, sophisticated and well-financed threat.

To demonstrate the viability and effectiveness of the strategy a five-month test was conducted in south Florida from November 1980 through March 1981. Key enforcement objectives exceeded comparable operational results by approximately 177 percent, clearly indicating that the strategy and related operational tactics were productive, cost-effective and sustainable methods of operation.

While the tested methodology of the strategy was clearly successful, numerous deficiencies surfaced calling for the vigorous pursuit of improvements in the areas of detection, sorting, effective sensor aircraft, reporting, communications and specialized training; the adoption of the strategy programwide; and the implementation of the first "module" in the Miami area based upon the continuing existence of intelligence and indicators that south Florida was a primary entry corridor for greater than 50 percent of the air smuggling activity.

Continued "temporary assignment" of personnel and equipment to bring the resource levels in the southeast to full "module" strength to meet the threat led Customs to close two detached air units in the non-threat target areas of the northeast and northwest and to reassign the personnel and aircraft to the Miami Region where they could provide optimum results.

Operation THUNDERBOLT (Fall 1981) and Customs support of Operation FLORIDA, the Vice President's Task Force (on-going through FY 82), exposed the program to new and greater elements of scrutiny and support.

Congressional efforts in passing the Department of Defense FY 1982 Appropriation Bill, for example, released the restrictions previously imposed by the *"Posse Comitatus"* statute. This opened the door to increased military assistance and cooperation in providing information, equipment and support to civilian law enforcement agencies to assist in areas such as narcotics interdiction. The use of Defense Department equipment, from the high-speed assault helicopters (Cobra) and communication capabilities to sophisticated radar-equipped aircraft (E-2C), has improved Customs ability to detect and apprehend violators. Operational tests of the E2C with the APS-125 radar exceeded Customs' expectations of this aircraft's capabilities in its ability to detect and track suspect targets as well as to communicate tactical data to ground-based interdiction units.

In September 1982, Customs acquired the Tethered Aerostat Radar System (TARS) which was placed into operation at Cudjoe Key and Patrick AFB in Florida. This system gave Customs enhanced raw-data radar coverage in an area that was both "high-threat" and lacking in existing radar coverage.

During 1983, Customs received from the Department of Defense (DOD) the first of four high-speed helicopters

known as "Black Hawks." This helicopter, equipped with long-range fuel tanks, speeds in excess of 200 miles per hour and the capacity to carry a "bust" crew of six law enforcement officers, has proven to be an excellent apprehension tool for the Air Program's mission. Regional Operations Control Centers (ROCC) were established in July of 1983 at Tyndall AFB, Panama City, Fla., and at March AFB, Riverside, Calif. This was a joint DOD/Customs cooperative effort in the utilization of military air defense radar. Presently, each ROCC facility is staffed with one Customs officer who acts as facility liaison and coordinates Customs-related radar activities. Currently, a study is being conducted to determine the ROCC suitability as a long-term detection facility for a Customs Command Control Communications and Intelligence Center (C^3I).

In the immediate future the Customs Air Program will utilize the P-3A aircraft as an airborne radar surveillance platform. This aircraft will be equipped with an APG-163 (F-15) radar, a forward-looking infrared sensor system and the AN/APS-80 sea search radar. This new platform will give the Customs Air Program the latest state-of-the-art detection equipment and greatly enhance Customs ability to detect and track unidentified airborne, as well as marine, targets as they approach the U.S. Border. ■

One of several high-speed "Black Hawk" helicopters Customs is using, thanks to Department of Defense cooperation.

This overview of Customs aerial surveillance activities was compiled from fact sheets and other material Customs uses to tell the public what it's doing in the airborne war on drug trafficking.

197 Going on 200: Secret Inspectors and RIF's 1849 Style

By Michael N. Ingrisano, Jr.

Charles William Rockwell, the first and "new" Commissioner of Customs was appointed on March 16, 1849, by President Zachary Taylor. On April 19, 1849, Rockwell had the task of participating in an early "reduction in force" (RIF). Below is a circular letter he addressed to all the Collectors of Customs.

Treasury Department
Office of the Commissioner
of Customs
April 19th, 1849

Sir,

You will receive herewith a copy of "An Act requiring all monies receivable from Customs and all other sources, to be paid immediately into the Treasury, without abatement or reduction, and for other purposes."

I am instructed by the Secretary of the Treasury to invite your attention to the 4th section of this Act, which limits the expenses of collecting the revenue from customs, after the 30th of June next, to the "sum of one million five hundred and sixty thousand dollars per annum, together with such sums as under the law are paid into the Treasury for drayage, cartage, labor, and storage, and in proportion for a less time."

From the accounts and estimates rendered to the Department it appears that "the expenses of collecting the revenue from customs" for the current fiscal year, ending on the 30th June next, will be about .....$2,100,000.

For the next fiscal year commencing on the 1st July next, the act referred to limits the expenses to an amount not exceeding $1,560,000

$540,000

And consequently requires a reduction of about $540,000.

The receipts from "drayage, cartage, labor, and storage," being uncertain in amount, are not estimated as available resources.

It will be apparent to you that the ready cooperation of all officers of the Customs will be necessary, in order to meet the requirements of this act; and any aid that you may afford, or any suggestions that you may make will be highly valued. To this end I request that you will promptly furnish to this office a list of all the persons in any [way] connected with the Customs at your port, designating the dates of their original appointment, and their present appointment, and the rate of compensation received by them, together with a description of the nature of the services rendered by each, and a statement of the reduction that can be made, and the manner in which the same can be effected with a due regard to the public interest.

I am, Very respectfully
Your obedient servant
/s/ C.W. Rockwell
Commissioner of
Customs

Among the casualties caught up in the RIF of '49 were a class of Customs personnel known as "Secret Inspectors." The Secret Inspectors were undercover operatives who were used by the Secretary of the Treasury and various Collectors to search out and report on irregularities primarily along the Canadian frontier. The historic evidence indicates that this class of personnel, variously known as Secret Inspector, Secret Aid to the Revenue, Secret Agent, Confidential Inspector, Secret Travelling Inspector, had been running covert operations soon after Customs was created in July 1789.

By 1849, some Collectors of Customs felt that these operatives had outlived their usefulness, especially in light of a reduction of force. Otis N. Cole, Collector at Sacketts Harbor, N.Y., answered Rockwell's request with his solution to a reduction. Writing on May 11, 1849, Cole told Commissioner Rockwell:

> "The following is a list of inspectors—which I found employed when I came into the office. . . . I have found no doubt the appointment of confidential inspector was originally intended to be made useful, and perhaps could be serviceable to the Department if it could be kept, what it was intended to be *private*; but I have long been satisfied that it is impossible. There are very few persons on this frontier but are, and have been for years, acquainted with the fact that a traveling inspector is connected with the district and the name of the individual, and the fact that his employ is regarded confidential. Satisfied that such service cannot be concealed from the public, renders the employ unnecessary."

Collector C. G. Hammond of the Detroit District, writing to Rockwell on May 12, 1849, expressed the same sentiments about the effectiveness of the Secret Inspectors:

> "You will perceive that I dispense with a secret or confidential inspector altogether. . . . My experience thus far has produced the conviction, that however discreet they are, their official relation soon becomes known; and I have before recommended that the same person should not hold the post beyond six months."

Hammond, in the same letter, suggests that such individuals should be retained for short periods of time, say, 15 days or no longer than 20 days. He then ends his letter with a final condemnation of this class of employee, but with a willingness to experiment with short-term secret inspectors.

> "If any need arises for secret service, it can thus be much better provided [by short term temporary personnel for than by the continuance of such secret inspectors, as such, for there is nothing secret about them but the name . . . but I shall cheerfully make the experiment."

The concept of reduction in force in the Federal Government has certainly outlived the use of secret inspectors in Customs. By 1870, the use of the word "Secret" in the lexicon of Customs' titles seems to have disappeared.

(*A footnote*: Those Collectors who suggested in 1849 that they could dispense with the services of Secret Inspectors may well have been motivated by reasons other than those stated in their responses. Their motives might have been monetary but not necessarily budgetary. The Secret Inspectors were used primarily for gathering intelligence on smuggling and other frauds on the Government. They were paid from the Collectors' accounts. They did not make seizures, which would have allowed the Collectors to collect their share of the forfeitures. And if the Secret Inspectors had made seizures they would have "blown their covers" and rendered themselves totally ineffective!)■

Michael N. Ingrisano, Jr., is Acting Director of the Information Services Division at Headquarters.

Commissioner's Community Service Award

Elroy Panoke, a Customs inspector in Honolulu, Hawaii, and Post Advisor of U.S. Customs Explorer Post 401, recently enjoyed a pleasant trip to Washington.

On November 1, Panoke was presented with the Commissioner's Community Service Award. He is the first recipient of this award which was presented at this year's Management Review and Awards Program.

Panoke was honored for his outstanding and dedicated service to his community through the U.S. Customs Law Enforcement Explorer Program. Panoke has dedicated much of his time and energy to recruit local youths in the program and to encourage their support for Customs law enforcement efforts. He has enlisted 37 young adults in the Explorer program who perform various duties for Customs which include assisting Customs inspectors with cargo and passenger processing and setting-up for seized and forfeited property auctions in the Honolulu District.

The Commissioner's Community Service Award will continue to be presented each year to a Customs employee who displays outstanding dedication to the local community.

SLAIN CUSTOMS OFFICER REMEMBERED: Karen Donnelly (right), sister of CPO Roger L. Von Amelunxen who was killed in New York in 1980, accepts a check from Chase Manhattan Bank officials in New York. Von Amelunxen was killed in an exchange of gunfire in Queens, N.Y., while trying to stop a crime. His father established the Roger L. Von Amelunxen Foundation to benefit Customs officers wounded in the line of duty or families of Customs officers killed during law enforcement actions. This is the second donation Chase Manhattan has made to the fund. From the left: Martin M. Rosenblatt, Vice President of Chase Manhattan Bank; branch manager Diane Gaudio and Karen Donnelly. For more information about this fund, or to make a contribution, call Jim Whelan in the Office of Enforcement in New York. His Customs phone number (FTS) is 668-5966.

Customs Gets New 52-Foot Hatteras Yachts for Radar Platforms

By
Clifton V. Stallings

Moving along at close to 30 knots, one of Customs two new 52-foot Hatteras patrol boats heads for its Customs home berth after being accepted for delivery from New Bern, N.C.

On October 3, 1985, in New Bern, N.C., the U.S. Customs Service received vital new resources in its war against drug smuggling with the delivery of two specially equipped 52-foot Hatteras yachts that will serve as the heart of Customs' Marine Module system from bases of operation in West Palm Beach Fla. and Key Largo, Fla.

These were the first of a total of six of the specially equipped radar platform vessels built for Customs at the Hatteras plant in New Bern. Home ports for the other four are Cocoa Beach, Fla.; and Clearwater, Fla.; Galveston, Tex., and New York, N.Y.

In a ceremony at the manufacturing center, Assistant Regional Commissioner (Enforcement) Southeast Region Bill Mason accepted the keys to the two vessels from Hatteras Director of Sales Philip Fowler. Afterwards, U.S. Customs Director of Tactical Enforcement Neil Lageman and South Florida Special Agent in Charge of the Tactical Enforcement Divison Allen Westerman each christened one of the boats by breaking a bottle of champagne over the bow.

The following morning, both vessels, with Customs crews aboard, headed for sea, *"Miss Suzie"* bound for West Palm Beach and the *"Kathryn Ann"* bound for Key Largo.

The two vessels, worth upwards of $750,000 each and equipped with a Star Wars array of state-of-the-art radar and communication equipment, are the first to be built, equipped and purchased specifically as surface radar detection platforms for Customs' Marine Module program.

Besides being equipped with space-age surface detection and communications equipment, the radar platform yachts are specially outfitted to withstand the rigors of enforcement duty at sea and comfortably furnished to accommodate their crews during extended stays offshore. Built into each vessel is a combination of the living luxury of a yacht and the deadly efficiency of a sea hunter.

The vessels, powered by twin 675 horsepower turbo-diesel engines, have a top speed in excess of 30 knots and a range of more than 350 miles. They can stay at sea for as long as a week at a time, if necessary.

The need for these new custom-equipped Marine Module radar platforms was marketed by Customs and funding was authorized by Congressional committees formed to study and deal with the problems of drug smuggling.

The Marine Module is part of a systematic enforcement approach that utilizes strategic and tactical intelligence, case development and investigative techniques, integrated with state-of-the-art technology applied to the detection, sorting, tracking, interception and apprehension of suspect vessels.

A Marine Module consists of a surface detection radar platform, such as one of the new Hatteras yachts, and a minimum of two offshore, high-speed interceptors.

Once a target is detected by a radar platform, it is identified and sorted as a suspect or a non-suspect. If identified as a suspect target, the surface radar platform tracks the suspect and vectors in the interceptors for appropriate enforcement action.

Along with other anti-smuggling radar systems, aboard aircraft or attached to blimps or tethered balloons, Marine Modules are communicatively linked to a joint control and communications center that, by integrating all of its input, can provide overall operational response and coordination.

According to Bill Mason, Assistant Regional Commissioner (Enforcement) Southeast Region, the new Hatteras radar platforms will greatly enhance the capabilities and effectiveness of the Marine Module system in South Florida and provide Customs and other cooperating agencies with badly needed advantages in the war against drug smugglers.■

Clifton V. Stallings is the Public Affairs Officer for the Southeast Region.

Florida-Wide Drug-Tip Hotline Gets Results with the Help of Law Enforcement Explorers

By Clifton V. Stallings

During the week of July 15, at the same time Commissioner of Customs William von Raab was in South Florida announcing new initiatives in the war against smuggled drugs, including the establishment of a U.S. Customs Florida-wide drug-tip hotline—1-800-BE ALERT, Law Enforcement Explorers from throughout the state, including Miami's U.S. Customs Post 99, were distributing posters and pamphlets on the program at marinas along Florida's entire coastline.

Customs Law Enforcement Explorers in Miami have also assisted by manning the hotline phones in voluntary shifts, and logging in calls from the public.

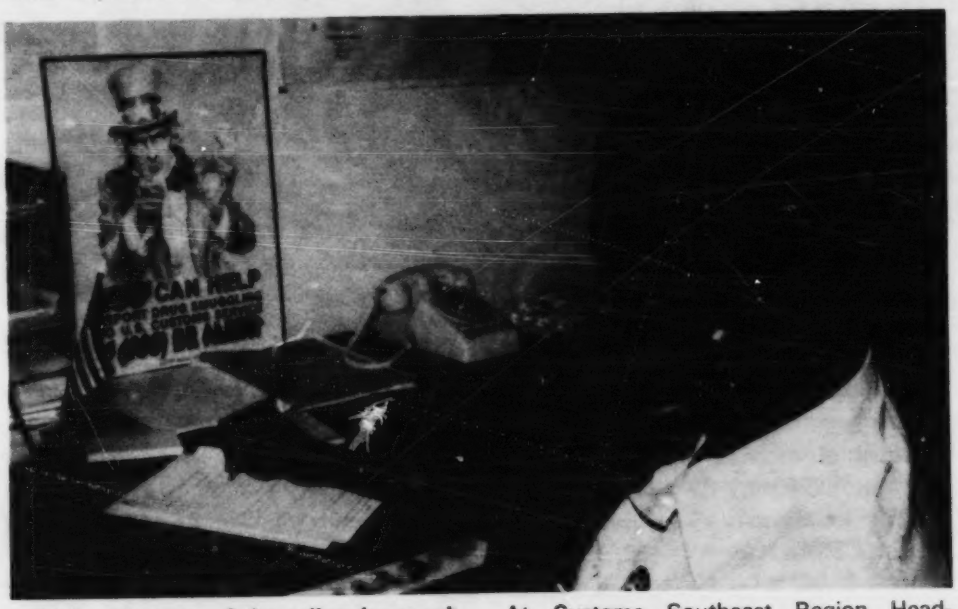
The toll-free 1-800-BE ALERT number allows callers to remain anonymous and collect up to $2,500 in reward money for information that helps Customs apprehend drug smugglers. Rewards of up to $250,000 can also be paid to named cooperating individuals for highly productive information.

The hotline, which has been given a high public profile through the Explorers' distribution of pamphlets and posters, and as a result of newspaper articles, radio and television coverage, radio and TV spots and highway billboards, has proved to be a productive source of information.

During its first eight months of operation, the state-wide hotline has received more than 750 calls from concerned Florida residents with information about smuggling activity. As a result, many arrests have been made and numerous drugs and weapons have been seized.

Additionally during that period, Customs referred 200 hotline calls to other Federal, state and local law enforcement agencies.

During a news conference in Miami, Commissioner von Raab, right, helps Florida Senator Paula Hawkins display one of the new hot-line drug tip posters Law Enforcement Explorers are posting at marinas across the state. Commissioner von Raab unveiled the new program during a visit to Florida last July, and announced the formation of a permanent "Blue Lightning" anti-drug strike force.



Although some of the callers have collected reward money, statistics indicate that more than 60 percent of those who call, from throughout the state aren't interested in a reward; they just want Customs to catch drug smugglers.

At Customs Southeast Region Headquarters in Miami, a volunteer Customs Law Enforcement Explorer takes information from a caller on the 1-800-BE ALERT drug tip hotline. ■

Clifton V. Stallings is the Public Affairs Officer for the Southeast Region.

"GEMINI," An Integral Part of Operation Exodus

By Joseph P. Ladow

Operation Exodus, which began in October 1981, is Customs response to the Reagan Administration's mandate to protect our national security and prevent the loss of valuable, strategic technology and munitions to the Soviet bloc and other proscribed destinations.

Initially, Operation Exodus called for the intensified inspection of all exports at ports throughout the country. While this phase of the operation resulted in a dramatic increase in the number of detentions and seizures of high technology items about to be exported in violation of U.S. export control laws, the Customs Service found itself in a dilemma with the exporting community over the effective control of illegal exports and the facilitation of legitimate commerce.

A void existed between Customs and private industry regarding an understanding of the goals and procedures of Operation EXODUS. The Office of Investigations embarked on a vigorous public awareness program to foster compliance with our export laws, to educate the private sector to the dangers of the loss of our technology and to obtain the support and assistance of the U.S. exporting community for our program.

Project Gemini (from the Greek, "twins"; in this case Government and industry) was developed to promote greater contact between Customs and the exporting/high technology manufacturing community stressing the need for mutual cooperation in protecting our national security.

Informational brochures were developed and distributed by port coordinators, special agents and other Customs officers involved in Exodus to corporate executives, export and sales managers and other personnel in the high technology manufacturing and exporting industries. Contacts were documented and forwarded to the Exodus Command Center in Washington, D.C., for input into an automated data base which provides for a systematic inventory of key industry personnel.

A copy of the design used for Gemini posters, decals, etc., supplied to promote industry awareness of the need to keep critical technology out of unfriendly hands.

During FY 1985, the Office of Investigations, recognizing the enormous benefit derived from the early Gemini contacts, began a revitalized public awareness program and committed existing manpower towards additional industry contacts. Exodus "Tech-Busters" and "Tech-Protectors" posters and decals were designed and printed. Public response to these logos has been so great that a second printing has been requested by field offices for distribution. Headquarters and field Exodus personnel are constantly in demand for formal and informal presentations before industry professional associations, joint Government and industry seminars and a host of other similar private and public organizations. A new Exodus public brochure and video tape explaining the program was also distributed to field offices.

Gemini thus provides a two-fold benefit. First, there is a heightened

Continued inside back cover

Major Promotions

On August 18, 1985, Michael Lane was appointed Assistant Commissioner for Commercial Operations. Lane was previously the Deputy Assistant Commissioner (Inspection and Control).

On September 30, 1985, Adrian A. Curtis joined Customs as the Director, Budget and Planning Division. Previously she was a Budget Examiner with the Office of Management and Budget.

Samuel H. Banks was named into the Senior Executive Service Program on August 14, 1985. Banks assumed the position of Area Director, JFK Airport, New York Region. He brings to this position a wealth of knowledge on the Customs inspection program, having been in the Office of Inspection & Control since 1971.

George C. Corcoran, previously the Assistant Commissioner (Enforcement), was appointed the Customs Attaché in Paris, France, on September 1, 1985.

On October 23, 1985, James C. Piatt, previously the Assistant District Director for I&C (Los Angeles District), was appointed the Assistant Regional Commissioner (Operations), North Central Region.

Also on October 23, William R. Logan, previously a Supervisory Criminal Investigator in the Pacific Region, was appointed Deputy Regional Commissioner, Pacific Region.

On October 28, Special Agent-in-Charge Donald T. Watson, Office of Enforcement, Chicago, Ill., was appointed the Assistant Regional Commissioner (Enforcement), North Central Region.

On October 12, David P. Banowetz was appointed Assistant Regional Commissioner (Operations) for the South Central Region. He had been with the Customs Cooperation Council in Brussels, Belgium.

In November William P. Rosenblatt was appointed Assistant Commissioner (Enforcement) at Headquarters. He had been Special Agent-in-Charge in Miami, Fla. ■

A Decade of Training in Georgia's Woods: The Federal Law Enforcement Training Center

By Peggy D. Hayward

An aerial view of the Federal Law Enforcement Training Center's 1500-acre facility which has been located at Glynco, near Brunswick, Ga., since 1975. Located on the southeastern coast of Georgia, FLETC trains, feeds and houses approximately 14,000 students annually.

The summer of 1985 marked the tenth anniversary of the Federal Law Enforcement Training Center's (FLETC) move from Washington, D.C. to Glynco, Ga. It is at this site on the southeastern coast of Georgia that U.S. Customs Service personnel are trained as Inspectors, Investigators, Special Agents and Import Specialists.

From the time of the Center's establishment in 1970 until 1975, the Government intended to locate it near Washington, D.C. However, a court order delayed construction of the Center because of area residents' concerns about the Center's impact on the environment. The injunction was eventually resolved in the Government's favor, but the delay caused the projected construction cost of the facility to increase two-fold to approximately $85 million. As a result, Congress directed that an alternate location be explored. Of those sites considered, the Glynco Naval Air Station was selected as the most feasible because it contained the highest quality basic facilities already in place to support a training operation, including housing, a dining hall, a military training building and other support facilities. In addition, the Navy had recently begun a construction program at Glynco and even though it was slated to close, many of the facilities were in the process of being upgraded.

The decision to relocate FLETC to Glynco was made in May 1975. The relocation was completed in less than three months during the summer of

A short distance from FLETC, the nearby Intracoastal Waterway provides an ideal training ground for FLETC's Marine Law Enforcement Training Program, where personnel from Customs and other agencies get hands-on training in the use of small boats in the law enforcement environment. Among the exercises is one in board-and-search tactics.

If the suspects are arrested, the exercise isn't over; as in a real situation, the agents must process the suspects, which includes fingerprinting them.

1975. This allowed the Center to phase down its training in Washington and to begin operations at Glynco without any significant disruption to the Center's training mission. Thirty-nine people, representing approximately 50 percent of the Washington staff, moved from the temporary facilities at 1310 L Street in Washington to Glynco. The first contingent of staff arrived in August 1975. They immediately launched activities directed at overseeing the modification of Glynco's existing facilities to accommodate the training which commenced one month later, in September 1975.

What started as a small operation has grown exponentially. Since 1975, FLETC's staff has increased to more than 300, and the number of participating organizations from 26 in 1975 to 59 today from all three branches of the Federal Government. In addition to the FLETC staff, there are approximately 300 Federal employees who work for the 17 participating organizations which have training offices located at Glynco to conduct their own agency's advanced training and to serve as a liaison with FLETC. Customs is one of these 17 and has its national training academy located at Glynco under the direction of John M. Utz. "This is the finest and most complete training facility we've ever been involved in," says Utz. "Our endeavor is to cooperate fully with the Federal Law Enforcement Training Center so that U.S. Customs Service officers have the most effective training available anywhere." Utz supervises 55 employees who make up the Customs Academy staff—a significant portion of the 300 Federal employees who are located at Glynco, but do not work for FLETC. Supplementing the Federal staff, 275 civilian personnel work at Glynco for the many private contractors who provide a variety of support services.

The Customs training programs range in length from four weeks for Basic Import Specialists to 16 weeks for Basic Investigators. Instruction is provided jointly by FLETC and Customs staff, with the former providing fundamental law enforcement training, and the latter integrating the material which is unique to Customs.

FLETC is an organizational component of the Treasury Department, which serves as the lead agency for administering Center operations. However, because of its multi-agency nature, FLETC is also responsive to an interagency Board of Directors, comprised of eight members at the Assistant Secretary or equivalent level, representing the Departments and independent agencies which have organizations participating in the activities at Glynco.

Through interactions with each other and the FLETC staff, the personnel assigned to the on-site offices contribute significantly to the unique Federal expertise found at Glynco. Ac-

Continued inside back cover

"Blue Lightning"

By Clifton V. Stallings

These days, one of the greatest dangers to smugglers bringing narcotics into South Florida by private vessel and aircraft is lightning—"Blue Lightning."

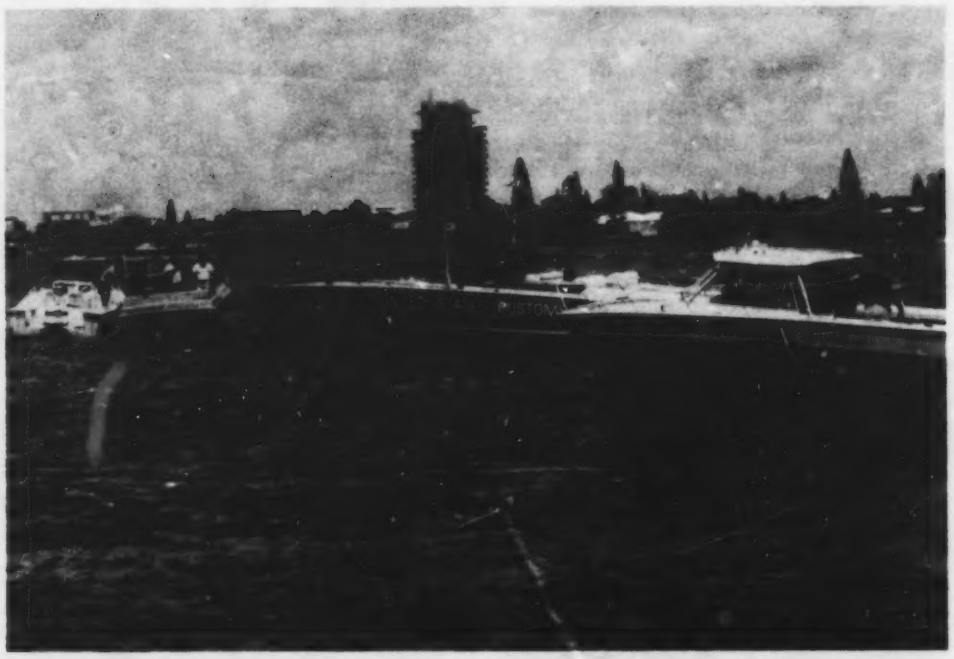
Blue Lightning is the name of a Customs-coordinated, multi-agency drug strike force that includes the participation of more than 17 state and local law enforcement agencies, in addition to U.S. Customs, the Coast Guard, the Drug Enforcement Administration, the Vice President's Florida Joint Task Group and the National Narcotics Border Interdiction System (NNBIS).

The new drug strike force was announced to the public and press by Customs Commissioner William von Raab during the week of July 15-19, 1985, while he and Southeast Regional Commissioner Edward Kwas held news conferences, made personal appearances and visited Federal, state and local law enforcement officials along Florida's southeast coast from Fort Pierce to the Keys.

Blue Lightning involves an unprecedented degree of cooperation among various Federal, state and local law enforcement agencies that broadens and strengthens their effectiveness in an area where the drug war is being fought the hardest.

The Blue Lightning Strike Force allows each of its participating agencies to maximize the effectiveness of available resources in the battle against drug smugglers. This is accomplished not only through a sharing of intelligence and a coordination of efforts, but by having Customs officers, whenever possible, riding in state and local police boats and planes, and state and local officers accompanying Customs patrols. This further distributes Customs' presence and broadens the unique border search authority of the Customs Service.

More bad news for smugglers is the fact that the Blue Lightning Operations Center will soon be in action. This Center, being installed in a downtown Miami Federal building, will bring the multi-agency strike force into the space age of surface detection and communications. Sophisticated state-of-the-art equipment, developed by the armed forces, will enable the Operations Center to receive and process airborne and land- and sea-based radar input, as well as intelligence information from all other sources, and immediately transmit it to participating units in the field. And with the use of special equipment, the Operations Center will always know the exact location and capabilities of each of the on-station participating units.



A Customs Blue Thunder patrol boat teams up with a Fort Lauderdale Police Department boat to stop and search a vessel suspected of smuggling activity.

Once the Blue Lightning Operations Center is put into action, the patrol boat, or boats, best situated and equipped to respond can be immediately vectored in pursuit of a target, and others can be advised of where to take up supporting positions. In short, Blue Lightning in its full operating mode can coordinate the best response of its participating forces while minimizing overlapping and wasted efforts.

The Blue Lightning Strike Force is an offshoot of a highly successful operation called "Blue Lightning," conducted during April 1985, that constituted a massive crackdown on drug smuggling from the Bahamas to South Florida. This operation, planned by Customs, came about as a result of a meeting between Vice President Bush and high-ranking Bahamian officials and involved the cooperation of the Bahamian Government. Participating in the massive antidrug effort were 25 agencies from the United States and the Bahamas, more than 85 enforcement vessels, some 30 aircraft and 775 law enforcement people.

The operation employed spot raids throughout the Bahamas' 700-mile-long archipelago that drove smugglers into Blue Lightning's net, a 24-hour, radar-covered, multi-agency marine and aerial force patrolling 150 miles of southeast Florida coastline. The two-week operation resulted in the seizure of 6,533 pounds of cocaine and 33,872 pounds of marijuana, and the arrest of 58 drug-smuggling suspects.

Commissioner von Raab ordered the formation of the Blue Lightning Strike Force based on the outstanding results of the homogenous law enforcement efforts during the operation.

After Operation Blue Lightning ended on April 20, 1985, Customs continued working with state and local agencies in the successful mode established during the operation, while the Commissioner's plans for the permanent strike force were being carried out.

To beef up the first-phase striking power of Blue Lightning, the Southeast Region has been authorized to purchase 40 new patrol boats during Fiscal Year 1986. Eighteen of these will be specially built high-speed catamarans similar in design to Customs' Blue Thunder patrol boat which made its debut in Miami in February 1985. The rest of the vessels will be monohull high-performance boats, such as "cigarettes" and "magnums."

A Customs Patrol Officer rides along with a Broward County deputy sheriff as they look for drug smugglers in coastal waterways near Fort Lauderdale, Fla.

Also as part of the first phase of the Blue Lightning Strike Force, 35 additional Customs Patrol Officers have been temporarily assigned to South Florida from other areas. It is anticipated that they will have been replaced by permanent personnel by the end of Fiscal Year 1986.

Beyond Fiscal Year 1986, more additions of personnel and resources could bring Blue Lightning's Customs strength up to more than 300 enforcement officers and 100 patrol boats.

For as long as the storm of drug-smuggling clouds the skies and darkens the coastal waters of South Florida, Blue Lightning will continue to strike.

Clifton V. Stallings is the Public Affairs Officer for the Southeast Region

Steel on Wheels: Have Gun—Will Travel

By Robert Zimmerman

In April of 1983 the Technical Services Division took new aim at the analysis of steel importations. The New Orleans laboratory was given the first opportunity to develop the techniques necessary to make a mobile steel laboratory viable. A newly acquired mobile metal analyzer, dubbed "Sparky," made the on-site analysis of steel a real possibility. The analyzer is a spectrophotometer which creates an electrical spark between the muzzle of its gun-like assembly and the steel product. The visible light of the spark is converted into information which tells the analyst if (and to what degree) the product is alloyed.

As with any new program, there were problems to be solved. They ranged from what type of vehicle to use to transport Sparky to how do we get the information gathered back to the appropriate Customs officer in a timely manner. With tentative solutions to most of these problems arrived at, it was decided that in June of 1983 the first laboratory team would visit Tulsa, Okla. The trip was a success. Several steel casings claimed to be non-alloyed were found to be alloyed.

Since Tulsa, lab teams have visited the ports of Mobile, Birmingham, Galveston and Houston several times. Furthermore, New Orleans personnel have assisted other lab personnel as consultants on the Tripwire Program in Los Angeles and San Francisco, and other projects in Chicago, Detroit, New York, Philadelphia, Baltimore, Tampa and Headquarters. Nearly all of the trips have produced at least one change in classification. Many have resulted in multiple changes.

Working on a mobile lab team can sometimes be strenuous but seldom dull. A typical trip finds the team meeting with either an inspector, an import specialist or the port's ACCEPT coordinator. At that time the available steel entries are reviewed and decisions are made as to which entries will be analyzed. An inspector will then guide the team to the dock, steel yard, etc., to meet with a clerk who will point out the location of the commodity. The product is then analyzed. If the results do not confirm the claimed TSUS number, a sample is cut and returned to the laboratory for further testing.

Mobile analysis has allowed Customs to increase significantly the number of steel imports examined without hindering the flow of commerce. The method is rapid, accurate and non-destructive. Used in conjunction with ACCEPT, specific commodities, e.g., oil well casing, silicon electrical steel, can be singled out for testing.

New Orleans chemists Bob Zimmerman and Beverly Karl unload Mobile Metal Analyzer using hydraulic lift.

Customs has recently purchased two additional Mobile Metal Analyzers. Plans are to station one on the West Coast and alternate the other between the Canadian border and the Atlantic coast. ■

Robert Zimmerman is a Customs Chemist in the South Central Region Headquarters laboratory.

Mike and "Rufus" Make A Drug Bust

J.F.K. International Airport Supervisory Canine Enforcement Officer Mike Fisher and "Rufus" take a stroll past an Air Jamaica plane Customs detained for being used to bring drugs into the country. Fisher, who had worked with "Rufus" before to discover drugs aboard the plane, was around it when it landed at JFK one day last August. After seeing an airport employee carrying a suspicious looking bag from the plane, he detained the man and called in Customs special agents. After even more drugs—45 pounds of marijuana to be exact—were found in the bag, Customs, the Jamaican government and airline officials reached an agreement under which airline employees were told to guard against their planes being used to smuggle narcotics into the United States in nooks and crannies—and in hand-carry bags.

Photo Courtesy of The New York Times.

Customs and Agriculture Open New Cargo Building in Miami

Southeast Regional Commissioner Edward Kwas, left, and Dick Judy, Director of Dade County Florida's Aviation Department, snip a ribbon to open a new Customs-Department of Agriculture cargo clearance center at Miami International Airport. The new facility consolidates all Customs-related cargo operations at Miami International into one building.

Liquidation—New Orleans Region Style

By Mildred J. Spahn

Down yonder in New Orleans, they got a plan—to educate, automate and liquidate! It was started by the Region Liquidation Branch, which processes vessel repair entries for the three Gulf regions, as well as drawback for their own region.

The first phase of the project was to educate their "regulars" on these often complex entries and the rules governing them.

Comprehensive information bulletins and directives were issued on vessel repair to three regions and drawback to provide guidance to both Customs personnel and the trade.

Vessel repair entries were analyzed to identify common errors and problems. A list of items which have been established as classifiably free was composed and new form letters developed. The liquidators, armed with this packet of materials, visited major vessel operators and showed them how to enter correct value, deduct freebies, apply exchange rates and calculate duty. Precedent rulings on casualties and modifications were explained to decrease frivolous applications. Fraud penalties and periodic audits were discussed. All of these steps were geared toward implementation of selectivity in processing.

Now the automation! The liquidation unit acquired a personal computer and software. A data-base module was developed for vessel repair and new entries were entered into the system, which now contains the status of over 700 entries. Just two of the immediate benefits realized thus far have been easy retrieval of reports and cross-indexing of entry number with ship/voyage number. Vessel repair selectivity is being developed using this data base.

The unit is also very excited about an automated Vessel Repair Decision Index (VRDI) which it is currently designing. A data-base module will be

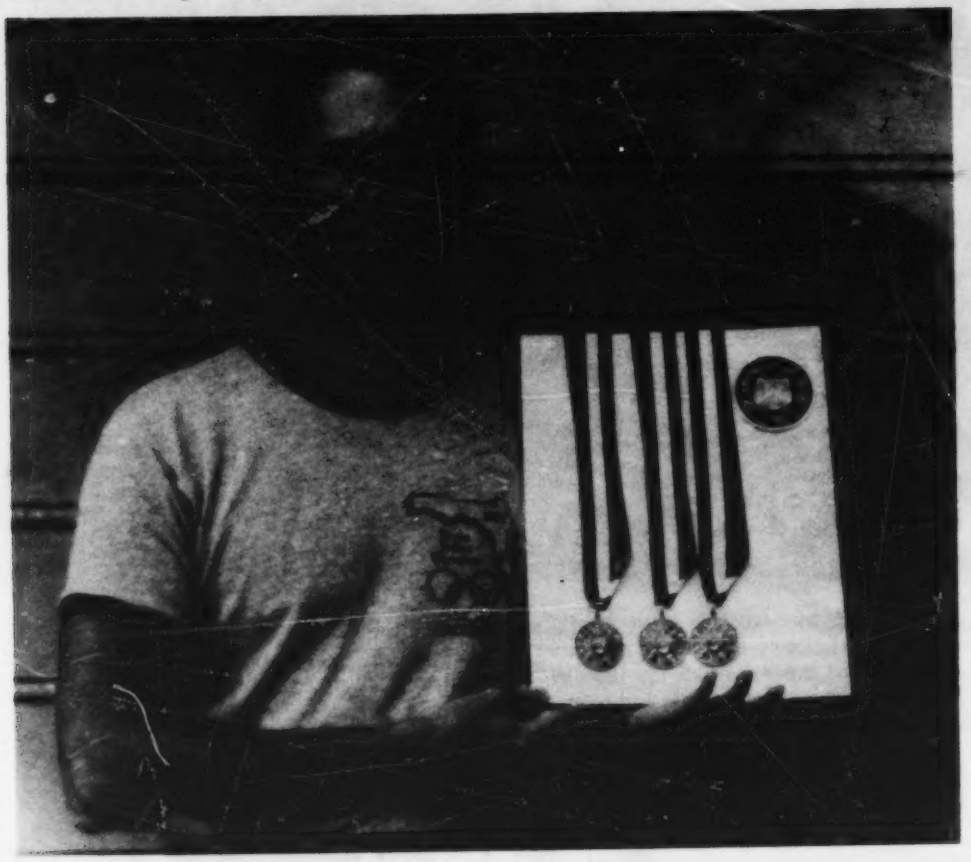
Continued page 28

New Orleans Chief Liquidator Mariette Landwehr (seated) and Liquidators Glenn Seale and Mildred Spahn use the Liquidation Branch's personal computer to track the status of a vessel repair entry.

Robert Pittman (right) of Waterman Steamship Company explains the LASH loading operations of the *Sam Houston* to New Orleans Customs Liquidator Glenn Seale.

Customs in Competition

Customs Inspectors Haul Away Florida Gold Medals



Inspector Hughes (above), winner of two gold medals; Inspector Zeigler (left), winner of three gold medals.

By John V. Zeigler

U.S. Customs Inspectors from Miami and Atlanta took custody of gold medals in Tampa, Fla. Inspector Lee Hughes, Miami, Fla., won two gold medals and Inspector John Zeigler, Atlanta Ga., won three Gold medals by competing in the 38-44 year-old swimming division at the annual Florida Law Enforcement Police Olympics.

Inspector Hughes won the 50-yard and 100-yard breaststroke races. Inspector Zeigler, competing as an out-of-state guest, finished ahead of Hughes in both breaststroke races and won the 400-yard freestyle race. In 1980 Zeigler won five swimming medals at the International Police Olympics held at Nassau, Long Island, N.Y.

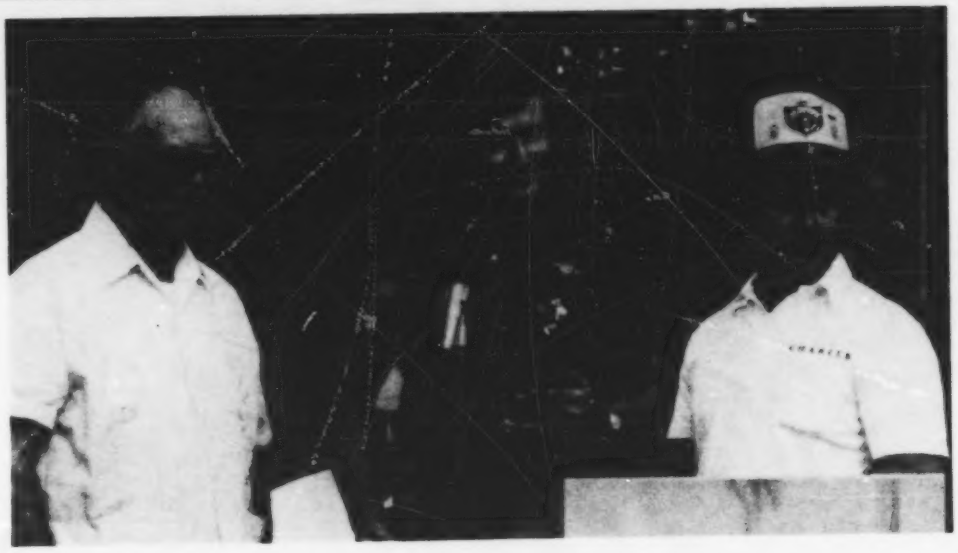
Inspector Hughes is a former U.S. Air Force officer and presently an Air Force Reserve officer. Zeigler is a former U.S. Coast Guard officer and U.S. Coast Guard Academy graduate.

Zeigler maintains a six-day per week workout routine and swims 400 miles yearly. He has been participating in the U.S. Masters Swimming program since 1972. In 1984 Zeigler finished seventh at the National Masters Championships, Raleigh, N.C., in the 200-meter fly event. ■

John V. Zeigler is an Inspector, CET, Atlanta, Ga.

Customs Marksman Wins At National Rifle Championship Match

Customs Inspector Charles R. Grabbatin (right), participates in an awards ceremony in Des Moines, Iowa, last August after winning the President's Match at the 1985 National Rifle Association's Police Revolver Championships there. Grabbatin, who is assigned to JFK Airport in New York, is coach of the Customs pistol team. His score in this winning performance, an aggregate of two matches, was 1190.079x. Others in the photograph are six-time National Pistol Champion Harry Reeves (left), and Mel Woodell, a law enforcement sales representative.



World Beaters

WORLD BEATERS: The First World Police and Fire Games at San Jose, Calif., produced this trio of medal winners from the Pacific Region. Quintin Villaneuva, Pacific Regional Commissioner (third from left) welcomed Import Specialist Robert Abels, and Inspectors Yvonne Henderson and Mark Verdugo (left to right) to his office for a congratulatory ceremony. Commissioner Villaneuva commended the three Los Angeles District officers for their dedication and achievement. Abels won a gold medal in two-man volleyball last year at the International Police Olympics in Scottsdale, Ariz. His partner was his brother, Rich, a California Highway Patrolman stationed in El Cajon. At the August 3-11, 1985 World Police and Fire Games Abels and teammate Verdugo won a bronze medal in the same event. Henderson won a silver medal in the 5,000-meter track and field race at the California Police Olympics in Oxnard in June 1985. At last August's World Police and Fire Games she won a gold medal for the 10-kilometer cross-country race in the masters division and a silver medal for the half-marathon in the seniors division.

INTERNATIONAL LAW ENFORCEMENT OLYMPICS

The IV International Law Enforcement Olympics are being held August 10-16, 1986, in Columbus, Ohio. Anyone interested in representing the U.S. Customs Service in one or more of the events listed below please contact Dan Niederberger on FTS 230-2647 or FTS 230-2524 before June 1, 1986.

Sports include:

Badminton	Pistol
Boxing	Power-lifting
Combat Pistol	Racquetball
Cycling	Rifle
Cross-Country	Skeet
Decathalon	Squash
Diving	Swimming
Handball	Tennis
Judo	Track & Field
Karate	Trap Shooting
Half-Marathon	Triathalon
Pentathalon	Wrestling

Most events have age group categories.

All Customs employees are eligible.

Customs Pistol Team Has Good Season

Customs' National Pistol Team poses for the camera before a shooting match. Standing, from the left: Bob Nebergall, a Patrol Officer from Cherry Park, N.C.; Inspector Barlow Hill from New York; Joe Parker, a Special Agent from Lake Charles, La.; Paul Rollins, an Inspector from Los Angeles; Inspector Harry Moles from New York; and Seth Nadel, a Special Agent from San Diego, Calif. Kneeling in the front, from the left, are: Inspector Charles Grabbatin from JFK Airport in New York; and Patrol Officer Ken Hiebert from Falcon Heights, Tex. During the 1985 shooting match season these marksmen won or placed well in shooting competitions across the country in eight separate instances. Individuals on the team also won honors in individual contests. Besides competing against other U.S. law enforcement officers, our team won a gold medal at the first World Police & Fire Games competition held in San Jose, Calif. There, they defeated law enforcement officer teams from all over the world.

Physically Fit

Physically fit. That's the story for Special Agent John M. Patriarca from New Orleans, La., on the right. He's seen here being congratulated on having achieved a maximum score on his Physical Efficiency Battery (PEB) Tests while going through Basic Agent Class training at the Customs Academy, part of the Federal Law Enforcement Training Center, in Glynco, Ga. Shown congratulating him are, from the left, Frank E. Chadwick, Director of Enforcement Training at the Center, and John M. Utz, Customs National Training Director.

Patriarca is one of three Customs trainees to score the maximum number of possible points during these tests which measure body condition and timed mile-and-one-half runs. The two Customs men who previously scored the highest possible number of points during PEB tests were John Deacy and Robert Weber, both Special Agents who had their picture featured in the Fall Issue of Customs Today.

The Real Federal Express?

Photo and caption by Mike Fleming, Public Affairs Officer, Pacific Region

Is this the real Federal Express? Four Federal employees who have just won first place in the mile relay at the 1985 South Carolina State Police Olympics take a break for the photographer. They are, from the left: Secret Service Agent Willis Johnson; Drug Enforcement Administration Agent Tony Duarte; and Charleston, S.C. District Customs Inspectors Keith Kahanic and Danny Niederberger. The four defeated numerous other law enforcement officers in winning the mile relay race. Inspector Niederberger, who planned and directed the games, has been honored by a number of Federal and South Carolina officials, and by several police chiefs for coming up with these games which promote interdepartmental camaraderie between Federal and local law enforcement officers.

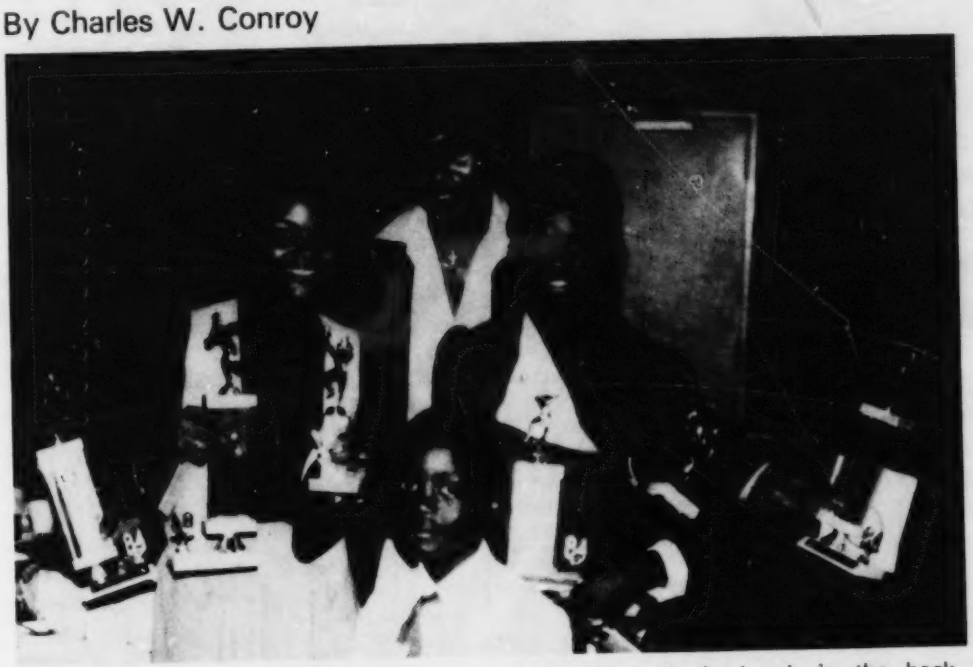
Sharpshooter Wins Award

Customs' top sharpshooter Mark Humphreyville holds the Centenary Trophy he won in competition last August at the 1985 National Rifle Championships match at Camp Perry, Ohio. Humphreyville, a Customs ordnance specialist at the Customs Service Academy in Glynco, Ga., won six awards during the mid-year competition at Camp Perry. Besides winning the Centenary Trophy, he placed 13th overall in the President's Hundred; won a bronze medal in the National Trophy Individual Match; won the National Police Highpower Rifle Championship and the Palma Trophy; and placed second in the Canadian Cup Aggregate. These marksmanship competitions provided Humphreyville and his competitors with a wide variety of conditions and brought the best of Federal, state, and local law enforcement officers together to test their skills.

CUSTOMS CAMEOS

S.W. Region Employee Is Mother of Winning Athlete

By Charles W. Conroy



Southwest Regional Headquarters program analyst Carolyn Destin, on the left, poses with her student-athlete daughter, on the right. Carolyn's husband, in the back, Carolyn, and athlete Carlette hold some of her trophies won in competition.

Winning is a family affair for Carlette Guidry, a 16-year-old sophomore at Sterling High School in Houston, Tex., and a renowned student athlete. Her beaming mother, Carolyn Destin, is a program assistant in the Southwest Region Headquarters office. Equally proud of all those trophies is Carolyn's husband Sugar Ray and Sugar Ray Destin, Jr.

Carlette has won an astonishing total of 62 medals, 44 trophies, 10 letter awards and 15 honor ribbons for her exploits in athletics. She has also won three awards for excellence in academics. A top relay runner and jumper, Carlette received the Outstanding Athlete Award at the 1984 Gulf Association Athletic Congress. She was judged the outstanding young female performer for 1983-1984 and was named Outstanding Athlete in 1985 in this organization's Houston relays.

The National Junior Olympics took her to Baton Rouge, La., in 1984. She also participated in the U.S. Junior Olympics in Los Angeles, Calif., in 1984. The U.S. Olympics Training Camp beckoned her to Colorado Springs in 1985, and she was judged High Point Girl for 1985 in an area meet at La Marque, Tex., and the Austin State Meet.

Carlette won other athletic competition honors during 1985 and is studying avionics and electrical engineering at her high school. This Customs family daughter hopes to go on to a college teaching career in avionics. ■

Charles W. Conroy is Public Affairs Officer, Southwest Region.

Weekend Warrior: Vicki Garcia

By Annette Gaul

One weekend a month and three weeks a year, Vicki Garcia, Secretary in Customs' Office of Regulations and Rulings, becomes Sgt. Vicki Garcia, U.S. Army Reserve. She is one of the more than 215,000 male and female officers and enlisted persons serving in the Army Reserve.

Sergeant Garcia is completing a six-year commitment which has, she states, "offered excellent training, some travel and promotional opportunities and has helped develop a great degree of camaraderie within the unit." Other advantages include a pay check, certain PX privileges and flying on military aircraft on a space available basis anywhere in the U.S.

"It's been an exciting part-time career," comments Garcia, "I go to Ft. Belvoir the third weekend of each month and undergo advanced mobilization and weapons training each summer. Last summer I also earned an ad-

vanced Administrative Specialist Certificate." In addition, she has earned four-year and marksmanship medals as well as letters of appreciation for her performance, loyalty and support.

Garcia, who has been with Customs for six years, hopes to use her reservist administrative training and skills to work towards a position in the administrative area.

What's the best part of serving in the Reserves? "The sense of patriotism that comes from serving my country. I'm very proud to be in the Reserves." ■

Annette Gaul is a Program Analyst, Office of Enforcement.

OPEN CHANNEL

TO THE EDITOR:

How about an article on what Customs people did at the 1985 Police Firearms Competition Championships in Des Moines, Iowa? In the National Rifle Association publication "American Rifleman," I read that Inspector Charles Grabbatin from New York and new employee Joan Hamilton, formerly with the Fedral Law Enforcement Training Center, took some honors. Besides these two, how did our team do in Des Moines?

I'm a range instructor in Kansas City.

Carol Cinnamond
Customs Inspector

EDITOR'S NOTE:

The Customs pistol team finished fourth in the High Master category at Des Moines. Inspector Grabbatin won top honors in the President's 100 competition, beating 700 other top-ranked marksmen. Joan Hamilton, shooting for the Federal Law Enforcement Training Center at that time, won the Woman's Championship in the Individual Police Service Revolver Match. For a picture of Inspector Grabbatin being honored for his shooting in Des Moines, turn to page 23 of this issue. For a photo of the Customs pistol team, see page 24. And for a photo of Customs top rifle sharpshooter, Mark Humphreyville, turn to page 25.

Performance Awards Granted to Customs Executives

By Janet Silva

Annually, career members of the Senior Executive Service compete for performance bonuses which are awarded to executives who demonstrate excellence in the accomplishment of their individual and organizational responsibilities. In Fiscal Year 1985, 14 Customs career members of the Senior Executive Service were awarded bonuses. Names of the recipients and a brief description of their accomplishments are listed below:

Alfred R. De Angelus, Deputy Commissioner of Customs, was recognized for the outstanding performance he has achieved in managing the Customs Service. He has been exceptional in ensuring that Customs presents an effective professional image, that senior Customs executives participate in international meetings and that the interests of the United States are represented and protected. Through his dynamic leadership, Customs has defined ambitious goals and has produced cohesive and integrated national program initiatives for commercial operations, law enforcement, international affairs and cargo and passenger facilitation.

William Green, Assistant Commissioner (Internal Affairs), was recognized for revitalizing the office and rapidly responding to critical problems. Under his direction, the Office of Internal Affairs has aggressively and ably responded to serious threats against Customs enforcement officers and to security problems in the Headquarters building. In addition, he formulated policies for internal auditor rotation, flying squads (quick response teams used for sensitive investigations), a polygraph program and unannounced vulnerability assessment inspections.

Robert J. Grimes, Regional Commissioner, South Central Region, was recognized for his ability to translate Headquarters initiatives into regional and district level programs. Of particular note this year was his management of Bitter Sweet, a landmark commercial fraud case that emanated in the South Central Region and received national and international attention. Further, Mr. Grimes has successfully managed key Customs initiatives in his region, including marine enforcement, vessel repair and Operation Steel Shaft.

Donald Kelly, Regional Commissioner, New York Region, was recognized for his role while serving as Regional Commissioner for the Southwest. Mr. Kelly revised the regional planning process to create a corporate work plan that brought together many parts of the organization which before worked independently. His emphasis on teamwork has resulted in higher quality work in the region. Also, Mr. Kelly directed excellent programs for narcotics interdiction, intelligence gathering and fraud detection.

Michael H. Lane, Assistant Commissioner (Commercial Operations), was recognized for his role as Deputy Assistant Commissioner (Inspection and Control). Mr. Lane's innovative suggestions and decisiveness led the way in the resolution of many issues. His guidance and direction in such major areas as carrier cooperation against drug smuggling, private aircraft reporting, small boat reporting, Colombian opportunity group, and secure facilities in the passenger processing area, proved to be highly beneficial to the Customs Service.

Eugene H. Mach, Assistant Commissioner (Inspection and Control) was recognized as a leading force in improving the performance of inspectors through the installation of Red/Green systems and development of other approaches, such as profiles in behavioral analysis techniques. He played a leading role in the implementation of a number of very sensitive programs including the centralized devanning and

forward in-bond programs. He effectively communicated Customs objectives and intent to the travelling and importing public, to Congress and to OMB.

Robert P. Schaffer, former Assistant Commissioner (Commercial Operations), was recognized for his personal interactions with the business community. He was extremely effective in his liaison activities with the trade and importing community, as well as Congress, Treasury and OMB. His personal attention to the implementation of complex and controversial regulations which changed the textile importation program enabled Customs to carry out the changes effectively.

Edward Goggin, Assistant Regional Commissioner (Operations), Northeast Region, was recognized for achieving significant reductions in the operational costs of the Region. He accomplished staff reductions while showing productivity increases. Through his efforts the Region absorbed the entire cost of the FY 85 pay increase.

Harvey Fox, Director, Classification and Value Division, was recognized for his role in the implementation of the new textile regulations and the publication of a book on value rulings under the new violation code. He stopped abuses of the sugar quota and provided technical assistance to the U.S. delegation negotiating a new trade agreement with Israel.

Fred Boyett, Assistant Regional Commissioner (Operations), Southwest Region, was recognized for his day-to-day management control and the overall leadership he demonstrated in the development of regional programs that will be adapted servicewide. He succeeded in eliminating multiple handling by automating the Region's petroleum drawback process and he managed the Improved Intelligence Collection Debriefing of Violators Program. In addition, his management of the commercial fraud program has been superior.

William A. Mason, III, Assistant Regional Commissioner (Enforcement), Southeast Region, was recognized for his leadership in attaining impressive enforcement results for the Region. Under his direction, the exemplary marine interdiction program, Blue Lightning, significantly increased the effectiveness of the Tactical Enforcement Division. Also, he has successfully coordinated enforcement programs with other regional Customs initiatives and with other agencies and task groups.

John P. Simpson, Director, Office of Regulations and Rulings, Headquarters, was recognized for his personal involvement in efforts to support Customs' mandates. His direction resulted in textile regulations written within the bounds that Customs needs for prosecution, and a customs broker bill that for the first time gives Customs a convenient mechanism for addressing broker misconduct. Also, he acquired and managed the staff and resources needed to prepare a first-rate training program on the Harmonized System.

Donald E. White, former Assistant Regional Commissioner (Operations), North Central Region, was recognized for his excellent execution of the regional MBO's pertaining to Improved Land Border Enforcement, Commercial Fraud and Inspector Allocation. Additionally, he automated the Regulatory Audit Division's Quarterly Management Information Report which proved to be a cost effective measure that has servicewide implications. He also initiated "working group" conferences with Canadian counterparts that resulted in increased intelligence and joint enforcement operations.

Charles W. Winwood, Assistant Regional Commissioner (Operations), Southeast Region, was recognized for his productivity in the management of airline and sea carrier initiatives, special enforcement operations, the Private Aircraft and Airport Security Improvement programs, and the Small Boat Program. He achieved cost savings in excess of $470,000 in salary funds through reduction in grades 11-15; improved enforcement effectiveness through the commercial fraud program, Forward-In-Bond and special operations; reduced the administrative personnel complement; enhanced in-bond control procedures which benefitted Customs and importers; and improved monitoring and control of narcotics discovered in cargo. ■

Liquidation—N.O. Style
Continued from page 22

used to input precedent vessel repair decisions (a unique body of case law) so that these rulings will be able to be retrieved by a keyword system instead of the haphazard "notebook" system presently in use.

Computer programs are also to be used for such drawback projects as drawback selectivity, data-base modules for synopsis of contracts, status of claims and drawback rulings. There is also in the works a computer program for complex liquidations, including sugar entries and abstracts of manufacturing records.

Full implementation of these plans will significantly increase the staff's effectiveness and will lead to selective processing of entries, with retrievable data for profiling selective audit and enforcement purposes.

The trial program of periodic visits and informal seminars has been so beneficial, to both the industry and the liquidation unit, that it will be continued and expanded, to include joint liquidation/regulatory audit visits. Later visits under this expanded program, dubbed – CORRECT – for Coordinated Regulatory Review and Enforcement Compliance Team, will be more enforcement-oriented and used to spot check for compliance.

This system of automation, coupled with training, selectivity and audit, will yield a side benefit of enhanced capability of detecting patterns of violations as they emerge in data-base profiles, face-to-face interviews and on-scene review of support documentation.

The expertise of the liquidators in detecting fraud and providing technical advice has just been demonstrated in the sugar drawback investigation "Operation Bittersweet" which the New Orleans liquidation unit was instrumental in originating. ■

Mildred J. Spahn is a Customs Liquidator in the South Central Region Headquarters

Commissioner's Annual Management Review and Awards Program

By Patricia M. Howell

On November 1, many employees from the Customs Service gathered in the Departmental Auditorium next door to Customs Headquarters. Not only were Customs employees gathered, also present were Defense Secretary Caspar Weinberger, Assistant Secretary of the Treasury for Public Affairs and Public Liaison Margaret Tutwiler, the Joint Armed Forces Color Guard and the U.S. Coast Guard Band.

The occasion was the Commissioner's Annual Management Review and Awards Program. This program is held annually in order to brief employees on activities of the past and coming years and to recognize several Customs employees for outstanding achievement.

Guest Speaker Secretary of Defense Caspar W. Weinberger.

The ceremony began with the presentation of the colors by the Armed Forces color guard and the playing of the Star Spangled Banner by the U.S. Coast Guard Band. Defense Secretary Caspar Weinberger was the keynote speaker and expressed his appreciation for the outstanding cooperation between Customs and Defense in stopping the flow of technology to Soviet bloc countries and in stopping the flow of illegal drugs into the United States.

Assistant Secretary Margaret Tutwiler spoke on behalf of Treasury Secretary James Baker and talked about the Treasury Department's support for the excellent job being done by all Customs employees.

Continued next page

George Roberts receives Longevity Service Award.

Lou Alfano

Elroy K. Panoke

Charles Grabbatin

Customs employees recognized at this year's program were:

George Roberts, District Director, Honolulu, Hawaii, for having completed 56 years of military and Federal service.

Lou Alfano, Import Specialist, Headquarters for submitting the winning slogan "Security—A Customs Custom" for an increased security program.

Elroy K. Panoke, Inspector, Honolulu, for his excellent work with Customs Explorer Post 401 in Honolulu.

Charles Grabbatin (Coach) and **Joe Parker**, captain of Customs National Pistol team, for their successes in pistol competition during the past year. Grabbatin is an Inspector in New York and Parker is a special agent in Lake Charles, La.

Mark Humphreyville, Ordnance Specialist, Federal Law Enforcement Training Center, Glynco, Ga., for being Customs' top rifle marksman during the past year.

Bernard Harris, Editor/Writer, Office of Inspection & Control, Headquarters, for his analysis and coordination of Customs' National Courtesy Program.

Sherrie L. Strauss, Special Agent, Office of Internal Affairs, Headquarters, for her skills and abilities in performing her work as an Agent.

Joe Parker

Mark Humphreyville

Bernard Harris

Sherrie L. Strauss

Christopher Crigler

Vicki L. Hodziewich

Patrice M. Scully

Retired Customs employee Bea Ball representing her daughter, Paulette Cunningham.

William F. Saccone

Mariette B. Landwehr

Robert L. Crawford

Christopher Crigler, Program Analyst, Office of Tactical Enforcement, Headquarters, for his excellent performance in the Aviations Operations Division.

Vicki L. Hodziewich, Import Specialist, Office of Commercial Operations, Headquarters, for establishing effective enforcement methods to combat fraud in the area of textile importations.

Patrice M. Scully, Attorney, Office of the Regional Counsel, North Central Region, for developing workable procedures for civil forfeitures in pornography cases.

Paulette Cunningham, Procurement Analyst, Office of Logistics Management, Headquarters, for her performance and leadership in the areas of procurement functions.

William F. Saccone, Special Agent, New York Region, for his performance as a fraud investigations coordinator.

Mariette B. Landwehr, Chief Liquidator, South Central Region, for her outstanding performance during Customs' "Operation Bittersweet."

Robert L. Crawford, Inspector, Dallas-Fort Worth, District, for his efforts and assistance as team leader in the Merchandise Control Branch.

Thomas F. Waterman, Import Specialist, Bridgeport District, Northeast Region, for his exceptional accomplishments in the area of dealing with commercial fraud.

Thomas F. Waterman

William F. Thomas

Harry F. Johnson

William F. Thomas, Special Agent, Detroit, for his all-around performance and efforts in all areas of Customs law enforcement.

Harry F. Johnson, Senior Auditor, Regulatory Audit Office, Pacific Region headquarters, for his support and assistance in Customs' commercial fraud program.

Alice Hopkins, Diplomatic Privileges Officer, Office of International Affairs, Headquarters, for her outstanding performance in assisting diplomatic personnel with Customs formalities when they come to the United States.

Helen Cavitt and **Francis L. Mullin**, Inspectors assigned to the Miami District Contraband Enforcement Team in Southeast Region. Both were honored for their law enforcement work.

Richard P. Cramer, Customs Patrol Officer, Tucson, Southwest Region, for his outstanding accomplishments in the area of law enforcement.

These employees were individually recognized for their achievements, but the Commissioner expressed his appreciation to all Customs employees for the dedicated and outstanding support they have provided over the past year. He referred to a pamphlet outlining the major accomplishments of Customs over the past four years and encouraged everyone to "keep up the good work." ■

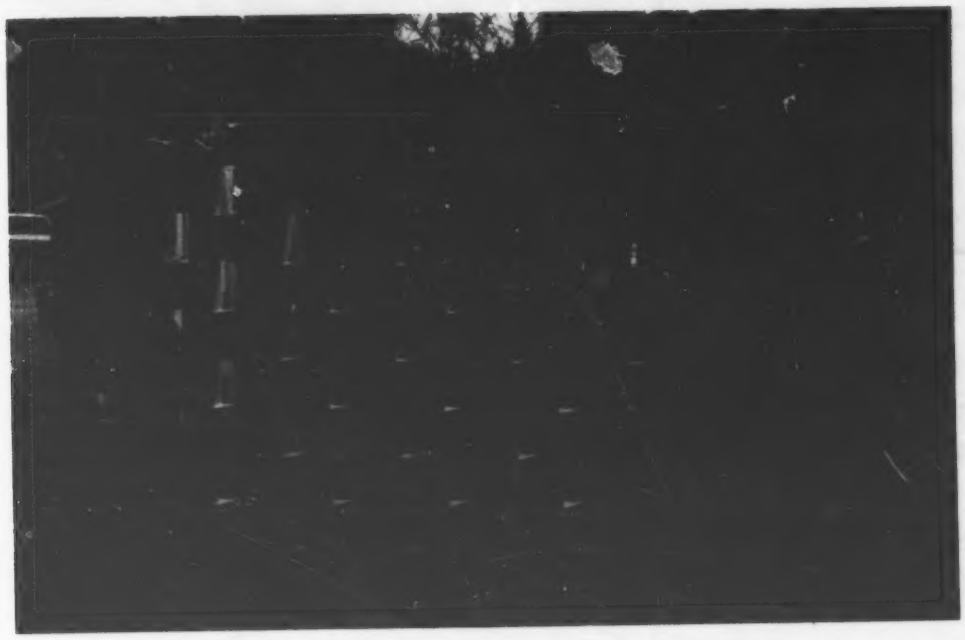
Alice Hopkins

Helen Cavitt

Francis L. Mullin

Richard P. Cramer

Decade of Training...
Continued from page 18



Training comes in the form of traditional classroom instruction, complemented by practical exercises to test the students' knowledge. One such exercise involves carefully planning and executing a search warrant on role players who portray the parts of victims, witnesses and suspects of a crime.

cording to FLETC Director Charles F. Rinkevich, "Another major contribution to Glynco from its participating agencies is the assignment of staff members detailed to the Center, or serving there on rotational duty. Half of the Center's staff is permanent party, and the remainder serve there on rotational duty. Customs provides two members on the rotational staff. With the help of all these personnel, the Center stays current with the operational activities of the participating Federal law enforcement organizations."

The people at Glynco are recognized for being on the leading edge of law enforcement training. A great deal has been accomplished in the last decade at Glynco in terms of specialized training programs, facility improvements and development of teamwork and cooperation among the participating organizations. The next decade will provide new challenges which will be met with the same level of enthusiasm, productivity and success. ■

Peggy D. Hayward is a Public Affairs Specialist at the Federal Law Enforcement Training Center

"GEMINI"...
Continued from page 16

awareness within the private sector to the problem of our technology loss and what Customs is doing to alleviate it. Second, Gemini has resulted in a broad intelligence base for industry advice and assistance on technology problems beyond the expertise of Customs personnel. It provides a focal point (at the Headquarters or local Special Agent in Charge level) for the receipt of allegations or suspicions by the exporting industry personnel of possible export violations. Numerous successful investigations were initiated based on sources of information developed within industry and through these personal contacts. As a result, almost half of all current major investigations benefit from industry cooperation.

Our Exodus public awareness effort—Project Gemini—continues the practice of Customs Service of minimizing trade difficulties for those involved in legitimate trade while at the same time enhancing the strict enforcement of our laws. The continued dedication of all Customs employees in this project furthers our image as a professional law enforcement agency and helps us to protect the national security. ■

Joseph P. Ladow is a Senior Special Agent in the Strategic Investigations Division at Headquarters.

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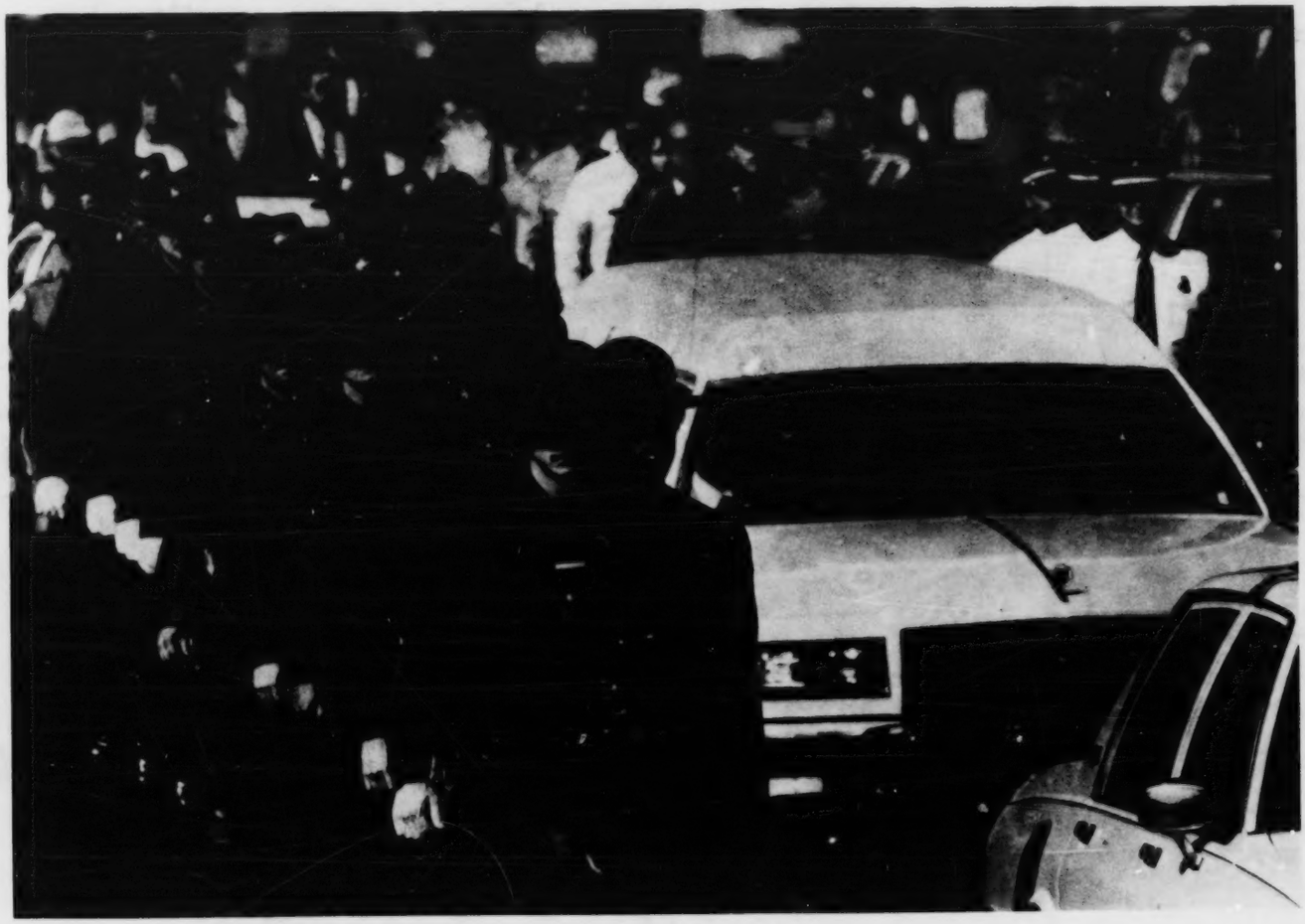
South Central Region: Liz Orgeron
Federal Law Enforcement Training Center, Glynco, Ga.: Peggy D. Hayward
New York Times

In Memoriam

Customs Patrol Officer Glenn R. Miles, Sr., was killed when he interrupted an ongoing smuggling operation on the Papago Indian Reservation in Arizona. He was a dedicated officer and a loving father and husband. He will be missed by many.

Glenn R. Miles, Sr.
1941-1986



Long lines of law enforcement officers from all different agencies escort the hearse carrying CPO Miles.

Photo by A. E. Araiza, The Arizona Daily Star.